

# Appendix A

## Quality Assurance Checklist

# Appendix A Quality Assurance

Quality Assurance Checklist	
Objectives and Context	
<ul style="list-style-type: none"> <li>The plan's purpose and objectives are made clear.</li> </ul>	Section 1.2.
<ul style="list-style-type: none"> <li>Sustainability issues, including international and EC objectives, are considered in developing objectives and targets.</li> </ul>	Sustainability issues are identified in Section 3 and Table 3.3.
<ul style="list-style-type: none"> <li>SEA objectives are clearly set out and linked to indicators and targets where appropriate.</li> </ul>	Objectives are identified in Table 4.1. Possible indicators for monitoring are identified again Appendix K.
<ul style="list-style-type: none"> <li>Links with other related plans, programmes and policies are identified and explained.</li> </ul>	Plans and programmes are identified and included in Appendix C.
Scoping	
<ul style="list-style-type: none"> <li>The environmental consultation bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report.</li> </ul>	<p>The environmental bodies were consulted on the Revised Scoping Report for York in February 2013.</p> <p>This baseline has been updated, plans and programmes revised and key sustainability issues reviewed to ensure all contextual information continues to be appropriate, and the resulting appraisal framework consistent with York's needs. This has taken into account any comments received during consultation on the SA Report concerning the Preferred Option Draft Local Plan.</p>
<ul style="list-style-type: none"> <li>The assessment focuses on significant issues.</li> <li>Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.</li> <li>Reasons are given for eliminating issues from further consideration.</li> </ul>	<p>Key sustainability issues have been identified in Table 3.3 which has assisted in focussing on the significant issues in the assessment.</p> <p>These are made clear throughout the Report where appropriate. Section 4.9 highlights specific difficulties encountered in completing the assessment.</p> <p>All SEA topics are covered in the SA.</p>
Baseline Information	
<ul style="list-style-type: none"> <li>Relevant aspects of the current state of the environment and their likely evolution without the plan are described.</li> </ul>	Table 3.1 and Appendix D.
<ul style="list-style-type: none"> <li>Characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan where practicable.</li> </ul>	Table. 3.1 and Appendix D.
<ul style="list-style-type: none"> <li>Difficulties such as deficiencies in information or methods are explained.</li> </ul>	See Section 4.9 and comments made clear throughout the Report where appropriate.
Prediction and evaluation of likely significant effects	

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<ul style="list-style-type: none"> <li>Likely significant social, environmental and economic effects are identified, including those listed in the SEA Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant.</li> </ul>	Section 5 presents the assessment of the sustainability performance of the preferred development option and proposed policies of the draft Local Plan. This is set out in matrices at Appendix E , F, H, I and J that have been developed to meet the requirements of the SEA Directive.
<ul style="list-style-type: none"> <li>Both positive and negative effects are considered, and where practicable, the duration of effects (short, medium or long-term) is addressed.</li> <li>Likely secondary, cumulative and synergistic effects are identified where practicable.</li> </ul>	<p>Positive and negative effects are considered within the assessments at Appendix E , F, H, I and J . Potential effects are identified in the short, medium and long-term.</p> <p>Likely secondary, cumulative and synergistic effects are identified in the assessment commentary, where appropriate. This is summarised in Section 5.6 and within the cumulative effects matrix (Table 5.4).</p>
<ul style="list-style-type: none"> <li>Inter-relationships between effects are considered where practicable.</li> </ul>	Inter-relationships between effects are identified in the assessment commentary, where appropriate (including in the cumulative effects Table 5.4)
<ul style="list-style-type: none"> <li>Where relevant, the prediction and evaluation of effects makes use of accepted standards, regulations, and thresholds.</li> </ul>	These are identified in the commentary, where appropriate.
<ul style="list-style-type: none"> <li>Methods used to evaluate the effects are described.</li> </ul>	These are described in Section 4.
Mitigation measures	
<ul style="list-style-type: none"> <li>Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated.</li> </ul>	These are identified in the commentary, and within the key conclusions and recommendations (Section 6).
<ul style="list-style-type: none"> <li>Issues to be taken into account in development consents are identified.</li> </ul>	These are identified in the commentary, and within the key conclusions and recommendations (Section 6).
The SA Report	
<ul style="list-style-type: none"> <li>Is clear and concise in its layout and presentation.</li> </ul>	The SA Report is clear and concise.
<ul style="list-style-type: none"> <li>Uses simple, clear language and avoids or explains technical terms. Uses maps and other illustrations where appropriate.</li> </ul>	A series of maps which illustrate environmental constraints are included in Section 3.
<ul style="list-style-type: none"> <li>Explains the methodology used. Explains who was consulted and what methods of consultation were used.</li> <li>Identifies sources of information, including expert judgement and matters of opinion.</li> </ul>	<p>Section 4 presents the methodology used for the assessment.</p> <p>Information is referenced throughout the report.</p>
<ul style="list-style-type: none"> <li>Contains a non-technical summary</li> </ul>	The NTS is not included within this draft report (12/09/2014). A NTS will be included alongside the Final Report which is issued for consultation.
Consultation	
<ul style="list-style-type: none"> <li>The SEA is consulted on as an integral part of the plan-making process.</li> </ul>	The SA of the Preferred Option Draft Local Plan was subject to consultation between 5 <sup>th</sup> June and 31 <sup>st</sup> July 2013. This SA Report will be subject to consultation alongside the Submission Draft Local Plan prior to Examination in Public.
<ul style="list-style-type: none"> <li>The consultation bodies, other consultees and the public are consulted in ways which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and SA Report.</li> </ul>	The SA of the Preferred Option Draft Local Plan was subject to consultation between 5 <sup>th</sup> June and 31 <sup>st</sup> July 2013. This SA Report will be subject to consultation alongside the Submission Draft Local Plan prior to Examination in Public.

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### Decision-making and information on the decision

<ul style="list-style-type: none"> <li>The SA Report and the opinions of those consulted are taken into account in finalising and adopting the plan.</li> </ul>	<p>Appendix B summarises consultation response received on the SA Report concerning the Preferred Option Draft Local Plan and, where appropriate, how they have been taken into account in this SA Report. This Appendix is not included within the draft SA Report (12/09/2014).</p>
<ul style="list-style-type: none"> <li>An explanation is given of how they have been taken into account.</li> </ul>	<p>Appendix B summarises consultation response received on the SA Report concerning the Preferred Option Draft Local Plan and, where appropriate, how they have been taken into account in this SA Report. This Appendix is not included within the draft SA Report (12/09/2014).</p>
<ul style="list-style-type: none"> <li>Reasons are given for choices in the adopted plan, in the light of other reasonable options considered.</li> </ul>	<p>Section 1 of this report details the evolution of the draft Local Plan and Section 2 outlines the key options considered in developing the preferred development option.</p>

# Appendix C

## Review of Plans and Programmes

## Annex 2: Plans, Programmes and Policy Review

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<b>INTERNATIONAL/EUROPEAN CONTEXT</b>			
<b>The Johannesburg Declaration on Sustainable Development</b>			
States a commitment to building a humane, equitable and caring global society	Key commitments <ul style="list-style-type: none"> <li>➤ Sustainable production and consumption</li> <li>Renewable energy and energy efficiency</li> <li>Produce chemicals in ways that do not lead to significant adverse effects on human health and the environment</li> <li>Develop integrated water resources management and water efficiency plans by 2005</li> </ul>	<ul style="list-style-type: none"> <li>➤ Plan policies to support overall objectives</li> </ul>	<ul style="list-style-type: none"> <li>➤ Check that the commitments are reflected in the sustainability appraisal framework</li> </ul>
<b>Kyoto Climate Change Protocol</b>			
Established to limit the emissions of greenhouse gases	Reduce greenhouse gas emissions by 5% of 1990 levels by 2008-12 UK has an agreement to reduce greenhouse gas emissions by 12.5% below 1990 levels by 2008-12 and a national goal to a 20% reduction in carbon dioxide emissions below 1990 levels by 2010	<ul style="list-style-type: none"> <li>➤ Consider how the plan can contribute to the objectives and targets of the protocol</li> </ul>	<ul style="list-style-type: none"> <li>➤ Check that the requirements of the protocol are reflected in the sustainability appraisal framework</li> </ul>
<b>UN Convention on Human Rights</b>			
Details the basic civil and political rights of individuals and nations	The rights of an individual to: Legal recourse when their rights have been violated, even if the violator was acting in an official capacity The right to privacy and protection of privacy by law Freedom of opinion and expression Freedom of assembly and association	<ul style="list-style-type: none"> <li>➤ Ensure the plan does not violate any human rights</li> </ul>	<ul style="list-style-type: none"> <li>➤ Ensure the SA does not violate any human rights</li> </ul>
<b>The Cancun Agreement (2011)</b>			
Shared vision to keep global temperature rise	<ul style="list-style-type: none"> <li>➤ No targets or indicators</li> </ul>	<ul style="list-style-type: none"> <li>➤ The Local Plan should aim</li> </ul>	<ul style="list-style-type: none"> <li>➤ The SA assessment</li> </ul>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
to below two degrees Celsius, with objectives to be reviewed as to whether it needs to be strengthened in future on the basis of the best scientific knowledge available,		to reduce emissions	framework should include greenhouse emissions
<b>European Spatial Development Perspective 97/150/EC</b>			
Based on the EU aim of achieving a balanced and sustainable development, in particular by strengthening economic and social cohesion	Economic and social cohesion Conservation of natural resources and cultural heritage More balanced competitiveness of the European To achieve more spatially balanced development, these goals must be pursued simultaneously in all regions of the EU and their interactions taken into account territory	➤ The LDF policies should provide a sustainable spatial vision	➤ Check that objectives are reflected in sustainability appraisal framework
<b>A Resource- Efficient Europe- Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (COM 2011/21) – European Commission (2011)</b>			
This flagship initiative aims to create a framework for policies to support the shift towards a resource-efficient and low carbon economy which will help to: ➤ Boost economic performance while reducing resource use; ➤ Identify and create new opportunities for economic growth and greater innovation and boost the EU's competitiveness ➤ Ensure security of supply of essential resources; and ➤ Fight against climate change and limit the environmental impacts of resource use	Each Member State has a target calculated according to the share of energy from renewable sources in its gross final consumption for 2020. The UK is required to source 15% of energy needs	➤ The LDF policies should take into account the objectives of the Flagship Initiative	➤ The SA assessment framework should include objectives, indicators and targets that relate to resource use
<b>EC Directive on the Conservation of Natural Habitats of Wild Fauna and Flora (92/43/EEC, 1992)</b>			
Member states are required to take legislative and administrative measures to maintain and restore natural habitats and wild species at a favourable conservation status in the community.	➤ No targets	➤ The LDF policies should protect and enhance habitats and conservation in the City of York area	➤ The SA will take into account the conservation status of areas in the City of York and will seek to identify measures to further maintain and restore

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An assessment of the impact and implications of any plan or project that is likely to have a significant impact on a designated site.			natural habitats
<b>European Directive on the Conservation of Wild Birds (79/409/EEC, 1979)</b>			
Member States have a duty to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels. This applies to birds, their eggs, nests and habitats.	➤ No targets	➤ Plan policies to support overall objectives and requirements of the Directive	➤ The SA will consider the impacts of the LDF on wild bird populations. The requirements of the Directive should be reflected in the SA framework.
<b>European Directive Nitrates (91/676/EEC)</b>			
Reducing water pollution caused or induced by nitrates from agricultural sources; and Prevent further such pollution	➤ Provides for the identification of vulnerable areas	➤ Plan policies to support overall objectives and requirements of the Directive	➤ Check that the requirements of the Directive are reflected in the Sustainability Framework
<b>European Directive Water Framework (2000/60/EC)</b>			
Enhance waterways and wetlands throughout Europe Make sure we use water in a sustainable way Reduce groundwater pollution Lessen the effects of floods and droughts Protect and restore aquatic ecosystem. Requires the Environment Agency to prepare and publish River Basin Management Plans (RBMPs) by 2009 to promote sustainable water management	• Requires all inland and coastal waters to reach “good status” by 2015	• Plan policies to support overall objectives and requirements of the Directive	• The SA will include objectives for water quality and ecological status of inland water bodies and supply issues.
<b>Floods Directive 2007/60/EC</b>			
Aims to provide a consistent approach to managing flood risk across Europe	The approach is based on a 6 year cycle of planning which includes the publication of Preliminary Flood Risk Assessments, hazard and risk maps and flood risk management plans. The Directive is transposed into English law by the Flood Risk Regulations 2009.	➤ Local Plan should recognise that development can impact vulnerability to flooding and increase risk due to	➤ Ensure the SA Framework considers flood risk.

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
		climate change.	
<b>European Directive Waste Framework (Directive 75/442/EEC, 2006/12/EC 2008/98/EC as amended)</b>			
Waste is to be disposed of without causing danger to humans, the environment, the countryside or places of interest Noise and odour to be minimised	<ul style="list-style-type: none"> <li>➤ Promotes the development of clean technology to process waste, promoting recycling and re-use.</li> </ul> <p>The Directive contains a range of provision including:</p> <ul style="list-style-type: none"> <li>➤ Setting up separate collections of waste for the relevant recycling sectors</li> <li>➤ To increase the re-use and recycling of waste materials from households to a minimum of 50% by weight in 2020</li> <li>➤ To increase the re-use, recycling and other material recovery of non-hazardous construction and demolition waste to a minimum of 70% by weight by 2020.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Plan policies to support overall objectives and requirements of the Directive</li> </ul>	<ul style="list-style-type: none"> <li>➤ Check that the requirements of the Directive are reflected in the Sustainability Framework</li> </ul>
<b>European Directive EIA (97/11/E)</b>			
<ul style="list-style-type: none"> <li>➤ Requires assessment of the effect of certain public and private projects on the environment</li> </ul>	<ul style="list-style-type: none"> <li>➤ No targets</li> </ul>	<ul style="list-style-type: none"> <li>➤ Plan policies to support overall objectives and requirements of the Directive</li> </ul>	<ul style="list-style-type: none"> <li>➤ Ensure that 'appropriate assessments' are carried out for sites in locations where development could negatively impact on the environment</li> </ul>
<b>European SEA Directive (2001/42/EC)</b>			
<ul style="list-style-type: none"> <li>➤ Ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption</li> </ul>		<ul style="list-style-type: none"> <li>➤ Plan policies to support overall objectives and requirements of the Directive</li> </ul>	<ul style="list-style-type: none"> <li>➤ Ensure that 'appropriate assessments' are carried out for sites in locations where development could negatively impact on the environment</li> </ul>
<b>World Commission on Environment and Development (1987) Our Common Future (The Brundtland Report)</b>			
The Brundtland Report is concerned with the world's economy and its environment. The objective is to provide an expanding and sustainable economy while protecting a sustainable environment.	The report issued a multitude of recommendations with the aim of attaining sustainable development and addressing the problems posed by a global economy that is intertwined with the environment	<ul style="list-style-type: none"> <li>➤ The Brundtland Report provided the original definition of sustainable development. The accumulated effect of the Plan policies seek to</li> </ul>	<ul style="list-style-type: none"> <li>➤ The accumulated effect of the SA objectives seek to achieve sustainable development</li> </ul>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
		achieve sustainable development	
<b>European Directive Energy Performance of Buildings (2001/91/EC)</b>			
➤ To promote the improvement of the energy performance of buildings within the community, taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost-effectiveness		➤ Plan policies to support overall objectives and requirements of the Directive	➤ Ensure that the requirements are reflected in the Sustainability Appraisal Framework
<b>EU European Employment Strategy 2006</b>			
Seeks to engender full employment, quality of work and increased productivity as well as the promotion of inclusion by addressing disparities in access to labour markets	➤ No targets	➤ Plan Policies to support these aims	➤ The SA assessment framework should assess employment levels, quality of work and social inclusion
<b>Environmental Noise Directive 2002/49/EC</b>			
Monitor the environmental problem by drawing up strategic noise maps Informing and consulting the public about noise exposure, its effects and the measures considered to address noise Addressing local noise issues by requiring Local Authorities to draw up action plans to reduce noise where necessary and maintain environmental noise where it is good Developing a long term EU strategy	➤ Permissible power sound levels are listed	➤ The LDF will have to comply with Noise Action Plans	➤ The SA objectives should address noise reduction
<b>EU Air Quality Framework Directive (2008/50/EC) and previous directives (96/62/EC; 99/30/EC &amp; 2002/3/EC)</b>			
Establishes mandatory standards for air quality Make information on air quality available to the public  The relevant objectives include:  ➤ Maintain ambient air quality where it is	➤ No targets or indicators ➤ Includes thresholds for pollutants	➤ Plan policies to support overall objectives and requirements of the Directive	➤ The SA should include objectives for air quality and ensure that the requirements of the Directive are reflected in the SA framework

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<p>good and improve it in other cases; and</p> <ul style="list-style-type: none"> <li>➤ Maintain ambient-air quality where it is good and improve it in other cases with respect to sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead</li> </ul>			
<b>Directive 1999/30EC Limit Values for SO<sub>2</sub>, Nox, PM<sub>10</sub> and Lead</b>			
<p>Establishes limit values for sulphur and nitrogen dioxide, suspended particulates and lead in air</p> <p>Up to date ambient concentrations of each are to be made available to the public</p>	<ul style="list-style-type: none"> <li>➤ Sets limits and deadline for SO<sub>2</sub> for 2005 and health limit values for NO<sub>2</sub> and Pb to be met by 2010</li> </ul>	<ul style="list-style-type: none"> <li>➤ The LDF should consider the potential that development may contribute to air pollution</li> </ul>	<ul style="list-style-type: none"> <li>➤ The SA should include objectives for air quality</li> </ul>
<b>Pan-European Biological and Landscape Diversity Strategy July 2003 (UNEP)</b>			
<ul style="list-style-type: none"> <li>➤ An innovative and proactive approach to stop and reverse the degradation of biological and landscape diversity values in Europe</li> </ul>	<p>No specific targets</p> <p>Strategy to introduce a coordinating and unifying framework for strengthening and building on existing initiatives. The strategy will assess the strengths and weaknesses of existing initiatives and promotes practical action where there is a lack of suitable instruments or where existing mechanisms are not implemented to their full potential</p>	<ul style="list-style-type: none"> <li>➤ LDF policies should conserve and enhance biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>➤ The SA will consider biodiversity in accordance with the guidance</li> </ul>
<b>Aarhus Convention 1998 ( The UN Economic Commission for Europe Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters)</b>			
<ul style="list-style-type: none"> <li>➤ Establishes a number of rights of the public (citizens and their associations) with regard to the environment. Public authorities (at national, regional or local level) are to contribute to allowing these rights to become effective</li> </ul>	<ul style="list-style-type: none"> <li>➤ The right of everyone to receive environmental information that is held by public organizations</li> <li>➤ Public authorities are obliged to actively disseminate environmental information in their possession</li> <li>➤ The right to participate from an early stage in environmental decision-making</li> </ul> <p>The right to challenge, in a court of law, public decisions that have been made without respecting the two aforementioned rights or environmental law in general</p>	<ul style="list-style-type: none"> <li>➤ Production of Statement of Community Involvement (SCI)</li> </ul>	<ul style="list-style-type: none"> <li>➤ Production of Sustainability Report in consultation with relevant organisations in accordance with Government Guidance and the Statement of Community Involvement</li> </ul>
<b>European Sustainable Development Strategy (ESDS) – European Commission 2006</b>			

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<p>➤ Achieving sustainable development requires economic growth that supports social progress and respects the environment. The strategy argues that in the long term economic growth, social cohesion and environmental protection must go hand in hand.</p>	<p>The main aims of the strategy are (there are no specific targets):</p> <ul style="list-style-type: none"> <li>➤ To limit climate change and increase the use of clean energy</li> <li>➤ To address threats to public health</li> <li>➤ To manage natural resources more responsibly</li> <li>➤ To improve the transport system and land-use management</li> </ul>	<p>➤ LDF policies should provide a sustainable spatial vision and reflect the aim of this strategy</p>	<p>➤ The SA will consider long term sustainability in accordance with guidance on this issue</p>
<p><b>EU Sixth Environmental Action Plan 1600/2002/EC</b></p>			
<p>Priority Areas: Climate Change Nature and Biodiversity Environment and Health and Quality of Life Natural Resources and Waste The objectives, priorities and actions of the Programme should contribute to sustainable development in the candidate countries</p>	<p>➤ For each of these areas key objectives and certain targets are identified with a view to achieving the main targets</p>	<p>➤ Plan policies to support the primary areas of the action plan</p>	<p>➤ Check that the requirements of the Directive are reflected in the SA framework</p>
<p><b>EU Landfill Directive 99/31/EC</b></p>			
<p>The Directive's overall aim is to prevent or reduce as far as possible negative effects on the environment, in particular the pollution of surface water, groundwater, soil and air, and on the global environment, including the greenhouse effect, as well as any risk to human health, from the land filling of waste.</p>	<p>The Directive sets targets to reduce the amount of biodegradable municipal waste landfilled. These targets are: By 2010 to reduce biodegradable municipal waste landfilled to 75% of that produced in 1995; By 2013 to reduce biodegradable municipal waste landfilled to 50% of that produced in 1995 and by 2020 to reduce biodegradable municipal waste landfilled to 35% of that produced in 1995.</p>	<p>➤ Plan policies to support overall objectives and requirements of the Directive</p>	<p>➤ The SA should include objectives for waste management and ensure that the requirements of the Directive are reflected in the SA framework</p>
<p><b>Directive 96/61/EC Integrated Pollution Prevention and Control (The IPPC Directive)</b></p>			
<p>This directive sets out a set of common rules on permitting for industrial installations. The IPPC Directive is about minimising pollution from various point sources throughout the EU.</p>		<p>➤ Plan policies to support overall objectives and requirements of the Directive</p>	<p>The SA should include objectives for waste management and ensure that the requirements of the Directive are reflected in the SA framework</p>
<p><b>United Nations Millennium Declaration (2000)</b></p>			

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<p>From this declaration there were 8 Millennium Development goals that bind countries to do more and join forces in the fight against poverty, illiteracy, hunger, lack of education, gender inequality, child and maternal mortality, disease and environmental degradation.</p>	<p>Targets: By 2015 all 191 UN Members states have pledged to meet these goals:</p> <ul style="list-style-type: none"> <li>➤ Halve the proportion of people living on less than a dollar a day and those who suffer from hunger</li> <li>➤ Ensure all boys and girls complete primary school</li> <li>➤ Eliminate gender disparities in primary and secondary education by preferably by 2005 and at all levels by 2015</li> <li>➤ Reduce by two thirds the mortality rate among children under five</li> <li>➤ Reduce by three quarters the ratio of women dying in childbirth</li> <li>➤ Halt and begin to reverse the spread of HIV/AIDS and the incidence of malaria and other major diseases</li> <li>➤ Integrate the principles of sustainable development into country policies and programmes and reverse the loss of environmental resources</li> <li>➤ Reduce by half the proportion of people without access to safe drinking water</li> <li>➤ By 2020, achieve significant improvement in the lives of at least 100 million slum dwellers.</li> </ul>	<p>Many of these details are incorporated into national strategies and policy guidance which should be taken into account in the LDF.</p>	<p>The SA should have regard for the goals set out and aim to help work towards the targets.</p>
<p><b>RAMSAR Convention on Wetlands of International Importance, especially waterfowl habitat (1971)</b></p>			
<p>The convention on wetlands, signed in Ramsar, Iran is an intergovernmental treaty which provides the framework for national action and international co-operation for the conservation and wise use of wetlands and their resources. There are currently 138 Contracting Parties to the Convention, with 1368 wetland sites. More recently the convention has broadened its scope to recognise that wetlands as ecosystems are extremely important for biodiversity conservation in general and for the well being of human communities.</p>	<p>The convention makes the following commitments</p> <ul style="list-style-type: none"> <li>➤ Article 2: Signatories will designate wetland sites to be included in the list of wetlands of international importance and promote conservation and wise use of these</li> <li>➤ Article 3: Under the Convention there is an obligation for Contracting parties to include wetland conservation considerations in their national land-use planning.</li> <li>➤ Article 4: Contracting parties have also undertaken to establish nature reserves in wetlands, whether or not they are included in the Ramsar list, and they are also expected to promote training in the fields of wetland research, management and stewardship.</li> </ul>	<p>The LDF must account for areas that are designated wetland sites.</p>	

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<b>Renewable Energies Directive April 2009</b>			
<p>This Directive builds upon a previous directive which set targets for renewable energy production. The Directive requires each member state to increase its share of renewable energies - such as solar, wind or hydro - in the bloc's energy mix to raise the overall share from 8.5% today to 20% by 2020. A 10% share of 'green fuels' in transport is also included within the overall EU target</p>	<p>Target: Each Member state should increase its share of renewables by 5.5% on 2005 levels. For the UK this is an increase from 1.3 to 15%.</p>	<p>The LDF should encourage the production of renewable energy.</p>	
<b>EU Biodiversity Strategy to 2020- towards implementation</b>			
<p>The aim of the strategy is to halt the loss of biodiversity and ecosystems services in the EU by 2020.</p> <p>The strategy provides a framework for action over the next decade and covers the following key areas:</p> <ul style="list-style-type: none"> <li>➤ Conserving and restoring nature</li> <li>➤ Maintaining and enhancing ecosystems and their services</li> <li>➤ Ensuring the sustainability of agricultural, forestry and fisheries</li> <li>➤ Combating invasive alien species</li> <li>➤ Addressing the global biodiversity crisis</li> </ul>	<p>There are six main targets and 20 actions to help Europe reach its goal. The targets cover:</p> <ul style="list-style-type: none"> <li>➤ Full implementation of EU nature legislation to protect biodiversity</li> <li>➤ Better protection for ecosystems, and more use of green infrastructure</li> <li>➤ More sustainable agriculture and forestry</li> <li>➤ Better management of fish stocks</li> <li>➤ Tighter controls on invasive alien species</li> <li>➤ A bigger EU contribution to averting global biodiversity loss</li> </ul>	<p>The Plan should seek to protect and enhance biodiversity</p>	
<b>European landscape Convention (Florence Convention)</b>			
<p>The ELC defines landscape as: "An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors." (Council of Europe 2000)</p>	<ul style="list-style-type: none"> <li>➤ raising awareness of the value of landscapes among all sectors of society, and of society's role in shaping them;</li> <li>➤ promoting landscape training and education among landscape specialists, other related professions, and in school and university courses;</li> </ul>	<p>This convention has been translated into different UK legislation which the Core Strategy should take account of.</p>	

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>The definition applies to the whole territory of states including all urban and periurban landscapes, towns, villages and rural areas, the coast and inland areas. It applies to ordinary or even degraded landscape as well as those areas that are outstanding or protected. Furthermore the ELC argues that the protection, management and planning of all landscapes in Europe is a task not just for governments but for all sectors of civil society, entailing 'rights and responsibilities for everyone'.</p>	<ul style="list-style-type: none"> <li>➤ the identification and assessment of landscapes, and analysis of landscape change, with the active participation of stakeholders;</li> <li>➤ setting objectives for landscape quality, with the involvement of the public;</li> <li>➤ the implementation of landscape policies, through the establishment of plans and practical programmes.</li> </ul>		
<b>European Convention on the Protection of the Archaeological Heritage (Revised) (Valetta Convention, 1995)</b>			
<p>The new text makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning policies. It is concerned in particular with arrangements to be made for co-operation among archaeologists and town and regional planners in order to ensure optimum conservation of archaeological heritage.</p> <p>The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational actions to be undertaken to develop public awareness of the value of the archaeological heritage.</p> <p>Finally, the Convention constitutes an institutional framework for pan-European co-operation on the archaeological heritage, entailing a systematic exchange of experience</p>	<p>This convention aims for the recognition and protection of archaeological and heritage assets.</p>	<p>This legislation has been translated into British legislation which is taken in board by the Core Strategy</p>	

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>and experts among the various States. The Committee responsible for monitoring the application of the Convention assumes the role of strengthening and co-ordinating archaeological heritage policies in Europe.</p>			
<p><b>UK Governments Statement on the historic environment for England 2010.</b></p>			
<p>The Vision: That the value of the historic environment is recognised by all who have the power to shape it; that Government gives it proper recognition and that it is managed intelligently and in a way that fully realises its contribution to the economic, social and cultural life of the nation.</p>	<p>Aims</p> <ol style="list-style-type: none"> <li>1. Strategic Leadership: Ensure that relevant policy, guidance, and standards across Government emphasize our responsibility to manage England’s historic environment for present and future generations.</li> <li>2. Protective Framework: Ensure that all heritage assets are afforded an appropriate and effective level of protection, while allowing, where appropriate, for well managed and intelligent change.</li> <li>3. Local Capacity: Encourage structures, skills and systems at a local level which: promote early consideration of the historic environment; ensure that local decision makers have access to the expertise they need; and provide sufficiently skilled people to execute proposed changes to heritage assets sensitively and sympathetically.</li> <li>4. Public Involvement: Promote opportunities to place people and communities at the centre of the designation and management of their local historic environment and to make use of heritage as a focus for learning and community identity at all levels.</li> <li>5. Direct Ownership: Ensure all heritage assets in public ownership meet appropriate standards of care and use while allowing, where appropriate, for well managed and intelligent change.</li> <li>6. Sustainable Future: Seek to promote the role of the historic environment within the Government’s response to climate change and as part of its sustainable development agenda.</li> </ol>	<p>The Core Strategy should take account of this document as it underpins PPS5.</p>	<p>The SA should take account of this document in its analysis and SA framework.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<b>NATIONAL CONTEXT</b>			
<b>UK Sustainable Development Strategy “Securing the Future” (2005)</b>			
<p>Four Aims of the 1999 strategy:</p> <ul style="list-style-type: none"> <li>➤ Social progress that recognises the needs of everyone</li> <li>➤ Effective protection of the environment</li> <li>➤ Prudent use of natural resources</li> <li>➤ Maintenance of high and stable levels of economic growth and employment</li> </ul> <p>These have now been strengthened through the review of the strategy incorporating a framework to enhance the achievement of the original aims.</p>	<ul style="list-style-type: none"> <li>➤ Sets out a number of key indicators</li> </ul> <p>The framework has a set of overarching principles. These principles will form the basis for policy in the UK. For a policy to be sustainable it must respect all five of these principles:</p> <ul style="list-style-type: none"> <li>➤ Living within environmental limits</li> <li>➤ Ensuring a strong, healthy and just society</li> <li>➤ Achieving a sustainable economy</li> <li>➤ Promoting good governance</li> </ul> <p>Using sound science responsibly</p>	<p>Plan policies should support the aims of the strategy</p> <p>Provide a sustainable spatial vision. Provide sustainable spatial policies</p>	<p>The strategy will provide guidance and inform the whole SA process</p> <p>The indicators maybe included in the SA and inform baseline data and monitoring</p> <p>Incorporate relevant indicators into monitoring where appropriate</p>
<b>Planning Act 2008</b>			
<p>This Act introduced a new stream-lined system for decisions on applications to build nationally significant infrastructure projects (NSIPs) in England and Wales, alongside further reforms to the town and country planning system and the introduction of a Community Infrastructure Levy (CIL).</p>	None	<p>The LDF will need to take account of the considerations within the Bill. LAs will also be able to apply the CIL.</p>	
<b>The Community Infrastructure Levy (Amendment) Regulations 2013</b>			
<p>The CIL is a charge which may be applied to new developments by local authorities. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.</p>	No targets	<p>The Local Plan should make reference to the possibility of a Charging Schedule, as per the regulations</p>	<p>The SA should make reference to how proposed development will improve the social, economic and environmental issues that exist in areas that will accommodate housing</p>
<b>Localism Act 2011</b>			
<p>The Localism Act gives greater powers to councils and neighbourhoods and gives more control over housing and planning decisions. The five key measures in the Localism Act</p>	<p>According to Government, the effect of the Act will be to:</p> <ul style="list-style-type: none"> <li>• Give more freedom and flexibility to local government.</li> <li>• Give new rights and powers to local communities, making it</li> </ul>	<p>The Local Plan will have to ensure that the plan is locally evidenced and feeds in local aspirations for housing and</p>	<p>The SA will need to ensure that it uses up-to-date local evidence to support it analysis</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>intended to decentralise power are:</p> <ul style="list-style-type: none"> <li>• Community Rights</li> <li>• Neighbourhood planning</li> <li>• Housing</li> <li>• General power of competence</li> <li>• Empowering cities and other local areas</li> </ul>	<p>easier for them to improve local services and save important local facilities.</p> <ul style="list-style-type: none"> <li>• Reform the planning system, putting more power in local peoples' hands.</li> <li>• Ensure that housing decisions are taken locally.</li> </ul> <p>The Localism Act contains provisions intended to simplify and clarify the planning system, including the abolition of regional strategies, a duty to cooperate (for neighbouring local authorities over planning issues), neighbourhood planning and the community right to build.</p>	<p>growth. There will be greater emphasis on joint working and the policies adopted with the removal of regional government.</p>	
<b>National Planning Policy Framework (DCLG, 2012)</b>			
<p>The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It replaces all previous planning policies set out in PSS and PPGs. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.</p>	<p>The NPPF recognises that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:</p> <ul style="list-style-type: none"> <li>• <b>an economic role</b> – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;</li> <li>• <b>a social role</b> – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and</li> <li>• <b>an environmental role</b> – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and</li> </ul>	<p>The NPPF sets out the requirements for the Local Plan. This is the main reference terms of national planning policy and procedure, which should be adhered to.</p>	<p>The NPPF reiterates the need to be compliant with the SEA regulations during the production of a Local Plan. It sets out the parameters for planning in the future. It also sets out a definition for sustainable development and what it means in the NPPF.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	mitigate and adapt to climate change including moving to a low carbon economy.		
<b>Local Growth: Realising Every Place's Potential (BIS, 2009)</b>			
Sets out a goal to promote strong, sustainable and balanced growth. Focuses on the approach to local growth proposing measures to shift power away from central government to local communities, citizens and independent providers. LEPs introduced to provide a vision and leadership from local economic growth	LEPs will be expected to fund their own day to day running costs or submit bids to the Regional Growth Fund, to try and stimulate enterprise by supporting projects with potential to create economic growth and employment	The Local Plan should have regard to the need for strong, sustainable and balanced growth	The SA framework should consider the nature of growth to ensure that the economy remains balanced and growth is sustainable.
<b>The Plan for Growth (BIS, 2012)</b>			
Programme of structural reforms to remove barriers to growth for businesses and equip the UK to compete in the global race	Sets out the governments ambitions for growth: <ul style="list-style-type: none"> <li>• Creating the most competitive tax system in the G20</li> <li>• Encouraging investment and exports as a route to a more balanced economy</li> <li>• Making the UK the best place in Europe to start, finance and grow a business</li> <li>• Creating a more educated workforce that is the most flexible in Europe</li> </ul>	The Local Plan should have regard to the need for a strong and competitive growing economy	The SA framework should consider the nature of growth to ensure that the economy remains strong and competitive.
<b>National Infrastructure Plan (HM Government, 2011)</b>			
The key goal is to ensure the security of electricity and gas within the UK.	The Plan contains major commitments to improve the UK's transport and broadband networks	The Local Plan should ensure policies consider the goal of the Infrastructure Plan	
<b>Achieving Strong and Sustainable Economic Growth (HM Government, 2013)</b>			
Sets out how the government is removing barriers allowing the UK to compete in a rapidly changing global economy	Sets out a number of actions to attract investment within the UK, supporting local growth, investing in infrastructure and creating a more educated and flexible workforce	Develop policies that have due regard to the need for a strong, sustainable and balanced growth	
<b>Quality of Life Counts Indicators (National Statistics and DEFRA)</b>			

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
Provides baseline assessment of a series of indicators of sustainable development. These indicators relate to areas such as education, employment, health, crime, air quality, road traffic and waste/	➤ Sets out a number of key indicators	➤ Compare LDF targets with national targets	➤ The indicators maybe included in the SA and inform baseline data and monitoring
<b>Urban White Paper: Our Towns and Cities – The Future. Developing Urban Renaissance (DETR, 2000)</b>			
➤ Vision of towns, cities and suburbs which offer a high quality of life and opportunity for all	Change to be delivered through PSA targets: <ul style="list-style-type: none"> <li>• More jobs by 2004</li> <li>• Reduced crime rates</li> <li>• Improved education standards</li> <li>• Improved public transport systems</li> <li>• Better housing</li> <li>• Better health services</li> <li>• 60% of new housing on brownfield land</li> </ul>	Plan policies to contribute to achieving the key objectives Compare LDF targets with national targets	Check that the objectives are reflected in the sustainability appraisal framework Incorporate relevant indicators into monitoring where appropriate
<b>Sustainable Communities: A shared Vision, A shared Agenda. A guide for Local Authorities</b>			
This guide shows how local outcomes can be delivered in a way that helps create genuinely sustainable communities. It highlights the cross-cutting issues which need to be addressed for each outcome.	The Guide has a section for each of the seven shared priorities or outcomes and one for the councils community leadership role which is critical in delivering genuinely sustainable communities. In each section, there are some practical examples of the sort of activities which councils can do to help deliver the social, economic and environmental components of a sustainable community at the same time. These ideas are not in any sense a definitive list and they do not attempt to suggest a one-size-fits-all approach. Each local area will have its own innovative ways of delivering joined-up outcomes as part of the shared sustainable communities agenda		
<b>Rural White Paper: Our Countryside – The Future, DETR, 2000</b>			
Conserve and enhance rural landscapes and the diversity and abundance of wildlife Increase opportunities for people to get enjoyment from the countryside	Accessibility of key services in rural areas % of people in rural wards in low income bands Qualifications of young people in rural areas Recorded crime levels and fear of crime in rural areas	➤ Ensure access to services and local transport provision, ensure accessibility and mobility to, within and	Check that the objectives are reflected in the sustainability appraisal framework Incorporate relevant indicators

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
Maintain and stimulate communities and secure access to services Facilitate the development of dynamic, competitive and sustainable economies in the Countryside	Proportion of households in rural areas within 10 minutes of at least an hourly bus service Proportions of market towns that are thriving, stable or declining New business start-ups and turnover of businesses Total income from farming Populations of farmland birds, conditions of SSSI's Rivers of good or fair quality Number of people using the countryside and types of visit	between rural areas, protection of natural environment through sustainable agricultural practices	into monitoring where appropriate Consider 'rural proofing' the SA objectives
<b>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)</b>			
The Air Quality Objectives are a statement of government policy intentions or targets. The primary objective is to make sure that everyone can enjoy a level of ambient air quality in public places; requirement for local authorities to undertake a local air quality review on 8 identified air pollutants and prediction of levels in the future and Air Quality Management Areas (AQMAS) can be established where it is expected that targets will not be met	Targets: Sulphur dioxide 125ug/m3 not to be exceeded more than 3 times a year; Nitrous oxides 30ug/m3; Particles (PM10) 40ug/m3 and Nitrogen oxide 40ug/m3	consider how plan policies can support the objectives and targets of the Air Quality Strategy	Consider sustainability objectives that aim to minimise air pollution.
<b>Rural Strategy (2004)</b>			
Strategy on the challenges facing rural England following publication of Rural White Paper	Economic and social regeneration Social justice for all Enhancing the value of the countryside	➤ Plan policies to address the issues raised by the plan	➤ Ensure Sustainability Appraisal objectives reflect the aims of this programme
<b>Environment Agency Wetlands Policy</b>			

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
The policy aims to conserve, enhance and recreate the wetland capacity of catchments, secure the long term sustainable management of wetlands, provide a better understanding of the functions and value of wetland assets and the need to maintain their services as part of a sustainable solution to the effects of flooding, pollution and climate change.	Desired outcomes: Helping to maintain or achieve favourable condition for wetland SSSI's, adopting an integrated approach to river basin and flood risk management planning and the conservation of wetlands	Ensure that wetland areas are protected and enhanced, and consider opportunities for the creation of new wetlands	
<b>Sustainable Communities Plan: Building for the Future (ODPM, 2003)</b>			
➤ The plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply issue in the South East, low demand in other parts of the country and the quality of our public spaces	Address the housing shortage Address the shortage of affordable housing Addressing low demand and abandonment Tackling homelessness Ensure that social housing is brought up to a decent standard Improve the local environment and protect the countryside	➤ LDF policies should provide a sustainable spatial vision contributing towards the achievement of sustainable communities	Ensure Sustainability Appraisal objectives reflect the aims of this programme
<b>UK Climate Change Programme (March 2006)</b>			
➤ How the UK plans to deliver its Kyoto target to cut its greenhouse gas emissions by 12.5%, and move towards its domestic goal to cut carbon dioxide emissions by 20% below 1990 levels by 2010	Improve business's use of energy Stimulate investment and cut costs Stimulate new, more efficient sources of power generation Cut emissions from the transport sector Promote better energy efficiency in the domestic sector Improve energy efficiency requirements of the Building Regulations Continue the fall in emissions from agriculture and forestry Ensure the public sector takes a leading role	➤ The LDF policies will need to address climate change and encourage development that minimises emissions, encouragement of rail travel and freight, Energy efficiency should be integrated into new housing developments	➤ Check that the objectives are reflected in the sustainability appraisal framework
<b>Climate Change-adaptation by Design (Town and Country Planning Association , 2007)</b>			
This document sets out the context for climate change and the reasons adaptation is needed and can help reduce the risks of potential effects of climate change	The document sets out 3 spatial scales for adaptation: <ul style="list-style-type: none"> <li>• Conurbation or catchment scale</li> <li>• Neighbourhood scale</li> <li>• Building scale</li> </ul> There are four key areas which need to be understood and		

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	planned for: <ul style="list-style-type: none"> <li>• Managing high temperatures</li> <li>• Managing flood risks</li> <li>• Managing water resources and water quality</li> <li>• Managing ground condition.</li> </ul>		
<b>UK Biodiversity Action Plan (UK BAP)</b>			
The Action Plan is the UK Government's response to the International Convention on Biological Diversity signed in 1992. It describes the UK's biological resources, commits a detailed plan for the protection of these resources and has 391 Species Action Plans, 45 Habitat Action Plans and 162 Local Biodiversity Action Plans with targeted actions	A large number of monitoring measures can be found in the individual plans	LDF needs to take due regard of the emerging City of York BAP as well as habitat and species action plans that are relevant to the area	
<b>Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services (Defra, 2011)</b>			
The Strategy is designed to help to deliver the objectives set out in the Natural Environment White Paper.	The strategy includes the following priorities: <ul style="list-style-type: none"> <li>• Creating 200,000 hectares of new wildlife habitats by 2020</li> <li>• Securing 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition</li> <li>• Encouraging more people to get involved in conservation by supporting wildlife gardening and outdoor learning programmes</li> <li>• Introducing a new designation for local green spaces to enable communities to protect places that are important to them</li> </ul>	Develop policies that support the vision emphasising biodiversity	
<b>Waste Strategy for England and Wales (2007)</b>			
Break link between waste growth and economic growth; emphasise waste prevention and re-use; increase diversion of non-municipal waste from landfill; invest in	Meet and exceed Landfill Directive diversion targets (2010, 2013 and 2020) for biodegradable municipal waste; Net reduction in global greenhouse gas emissions from waste management of at least 9.3m tonnes of CO2 compared to 2006;	Ensure sufficient suitable land is made available for waste management facilities to achieve the targets	Ensure Sustainability Appraisal objectives reflect the aims of this programme

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
infrastructure needed to divert waste from landfill; increased recycling of resources and recovery of energy.	Recycling and composting of household waste (at least 40% by 2010, 45% by 2015 and 50% by 2020) Recovery of municipal waste (53% by 2010, 67% by 2015 and 75% by 2020).	Improve energy efficiency of new developments to maximise recycling of resources and recovery of energy from residual waste	
<b>The Pollution Prevention and Control (England and Wales) Regulations 2000 (The PPC Regulations)</b>			
The regulations apply an integrated environmental approach to the regulation of certain industrial activities and are the means by which the Government has implemented the EU Directive on Integrated Pollution Prevention and Control (96/61/EC). The primary aim of the Directive is to ensure a high level of environmental protection and to prevent and where that is not practicable, to reduce emissions to acceptable levels.		➤ Plan policies to contribute to achieving said objectives	➤ Check that the objectives are reflected in the sustainability appraisal framework
<b>Working with the Grain of Nature: Biodiversity Strategy for England (DEFRA 2002)</b>			
<p>➤ The strategy seeks to ensure biodiversity considerations become embedded in all main sectors of public policy and sets out a programme for the next 5 years to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them</p> <p>➤ The strategy sets out the Government's vision for conserving and enhancing biological diversity in England together with a programme of work to achieve it.</p>	<p>The Government's objectives are:</p> <ul style="list-style-type: none"> <li>To promote sustainable development</li> <li>To conserve, enhance and restore the diversity of England's wildlife and geology</li> <li>To contribute to an urban renaissance</li> <li>To contribute to urban renewal</li> </ul>	➤ LDF policies will need to ensure that development does not have a detrimental impact on biodiversity	➤ The SA will need to include objectives relating to biodiversity and will consider impacts on biodiversity in accordance with existing guidance
<b>Making Space for Nature: A Review of England's Wildlife Sites and Ecological Network (DEFRA, 2010)</b>			
The report sets out the aim for England's ecological network compared to the situation in 2000.	<p>No targets or indicators but a number of recommendations are identified under the following themes:</p> <ul style="list-style-type: none"> <li>• Improve the management and condition of wildlife sites</li> <li>• Improve the protection and management of remaining wildlife habitats</li> <li>• Become better at deriving multiple benefits from ways society interacts with the environment</li> <li>• Need for society to accept change in nature conservation is necessary, desirable and achievable,</li> </ul>	The Local Plan should seek to preserve the ecological network	The SA framework should consider the ecological network in its objectives

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<b>Countryside and Rights of Way Act 2000</b>			
The Countryside and Right of Way Act 2000 extends the public's ability to enjoy the countryside whilst also providing safeguards for landowners and occupiers. It creates a new statutory right of access and modernises the rights of way system as well as giving greater protection to SSSI's, providing better management arrangements of Areas of Outstanding Natural Beauty and strengthening wildlife enforcement legislation.		➤ Plan policies to contribute to achieving said objectives	➤ Check that the objectives are reflected in the sustainability appraisal framework
<b>Directing the Flow: Priorities for Future Water Policy (DEFRA, 2002)</b>			
Sets out the priorities for Government policy on water in England	<ul style="list-style-type: none"> <li>• Making more prudent use of water resources and keeping its use within limits of its replenishment;</li> <li>• Tackling agricultural and urban diffuse/pollution of water</li> <li>• Achieving better integration between different aspects of water policy</li> </ul>	Need to consider how plan can contribute to objectives and targets set out in this document	Ensure that SA addresses water resource issues
<b>Groundwater Protection: Policy and Practice (GP3)</b>			
Sets out the aims and objectives and policy approach for protecting and managing groundwater in England and Wales.	Seeks to balance the threat to the groundwater supply with the benefits of a proposed development or activity LPAs to consider groundwater protection objectives when drawing up Local Development Documents GP3 Part 4: Legislation and policies not yet available.	Groundwater objectives should be reflected in the development of the plan.	Ensure that the plan protects and manages groundwater.
<b>Health White Paper – Choosing Health – Making Healthy Choices Easier, Department of Health, 2004</b>			
This report sets out the new approaches to the health of the public reflecting the rapid and radical transformation of the English society in the latter half of the 20 <sup>th</sup> Century.	The aims of the strategy are to: Have integrated planning and effective delivery of services Improve the health of the nation by reducing smoking, reducing obesity, increasing exercise, improving sexual health and improving mental health The report sets out a number of targets to achieve the aims of the strategy	➤ Plan policies to contribute to achieving said objectives	➤ Check that the objectives are reflected in the sustainability appraisal framework
<b>Tackling health inequalities: A programme for action (2003)</b>			
This report sets out plans to tackle health inequalities over the next three years. It has since been followed up with status reports that assess progress against the public sector Agreement (PSA) target in the programme	The Programme establishes the foundations required to achieve the national target for 2010 to reduce the gap in infant mortality across social groups, and raise life expectancy in the most disadvantaged areas faster than elsewhere.	The LDF should incorporate a health perspective into the document and align with the Community Strategy to help reduce health inequalities.	The SA should recognise health issues within the SA framework.
<b>Choice for Parents, The Best Start for Children: A 10 Year Strategy for Childcare, December 2004</b>			
This document sets out the governments	Targets:	➤ Plan policies to address	➤ Ensure Sustainability

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>vision to ensure that every child gets the best start in life and to give parents more choice about how to balance work and family life</p>	<ul style="list-style-type: none"> <li>• Choice and Flexibility – Parents to have greater choice about balancing work and family life</li> <li>• Availability – for all families with children up to 14 to affordable, flexible, high quality childcare</li> <li>• Quality – high quality provision with a highly skilled childcare and early years workforce</li> <li>• Affordability – families to be able to afford flexible high quality childcare that is appropriate for their needs</li> </ul>	<p>the issues raised by the plan</p>	<p>Appraisal objectives reflect the aims of this programme</p>
<p><b>Good Practice Guide for Tourism (2006)</b></p>			
<p>This document replaces original guidance in PPG21 on Tourism.</p> <p>The aim of this document is to provide guidance on planning for tourism. It sets out the main elements of tourism and how to appropriately include these within planning policy and how to consider it within future development.</p>	<p>This document does not set any targets. However, it does require that planners understand the importance of tourism and take this fully into account when preparing development plans and taking planning decisions those involved in the tourism industry understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications and planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism development in a sustainable way</p>	<p>The LDF needs to take on board the different elements of tourism and their relation/ contribution to York when formulating planning policy and considering development plans for the future.</p>	<p>The SA needs to ensure that the DPD takes a sustainable view of promoting, developing and working in the tourism industry within its economic strands of the SA Framework.</p>
<p><b>World Class Places: The Government’s Strategy for Improving Quality of Places (2009)</b></p>			
<p>This publication lays out the government’s approach to improving quality of place. Vision: To ensure all places are planned, designed and developed to provide everyone, including future generations, with a decent quality of life and fair chances.</p>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• Strengthen leadership on quality of place at the national and regional level</li> <li>• Encourage local civic leaders and local government to prioritise quality of place</li> <li>• Ensure relevant government policy, guidance and standards consistently promote quality of place and are user-friendly</li> <li>• Put the public and community at the centre of place-shaping</li> <li>• Ensure all development for which central government is directly responsible is built to high design and sustainability standards and promotes quality of place</li> <li>• Encourage higher standards of market-led development</li> <li>• Strengthen quality of place skills, knowledge and capacity.</li> </ul>	<p>The LDF will need to incorporate the principles of creating quality places</p>	<p>The SA will need to take consideration of the principles of creating quality places and use it within analysis.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<b>Appraisal of flood and coastal erosion risk management (2009)</b>			
<p>This Policy Statement sets out the principles that should guide decision making on the sustainable management of flood and coastal erosion risk in England. The operating authorities in England (the Environment Agency, local authorities, and internal drainage boards) are required to follow these principles when developing a case for investing taxpayers' money in flood and erosion risk management projects. The Policy Statement also sets out the risk-based context within which appraisal should take place.</p>	<p>Targets of this document: Give more consideration to 'risk management' and 'adaptation', as opposed to only 'protection' and 'defence';</p> <ul style="list-style-type: none"> <li>• Are undertaken consistently, transparently, with value for money in mind and in a way that complies with the Treasury guidance on appraisal and evaluation in central Government (The Green Book);</li> <li>• Help achieve better social and environmental outcomes as part of sustainable development,</li> <li>• both by considering a broader range of issues and by using a broader range of analysis techniques;</li> <li>• Adopt a risk-based approach, whilst considering impacts within the whole of a catchment or shoreline process area.</li> </ul>	<p>The LDF will need to take into consideration any issues regarding flood risk management</p>	
<b>Future Water (2008) Defra</b>			
<p>This report relates to the management of clean water but also has an impact on flood risk management. It reflects the need to improve the supply of water, the importance of new infrastructure including reservoirs and measures taken to reduce leakage.</p>			
<b>Groundwater Protection: Policy and Practice (GP3, 2006)</b>			
<p>This report by the Environment Agency discusses the twin problems of reduced water supply from increased water demand and to wildlife habitats and pollution from chemicals as a result of new housing and industrial development.</p>	<p>The objective is to use a risk-based approach to assessment by balancing the threat to the environment (aquifers and surface water) with the benefits of the activity or development</p>	<p>LDF documents should take account of the groundwater protection objectives that the Environment Agency has drawn up.</p>	<p>The SA should consider the impacts of the LDDs on ground water and implications on wildlife and water supply</p>
<b>Water and Flood Management Act (2010)</b>			

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
The Flood and Water Management Act provides for better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects water supplies to the consumer. The Act will need to be commenced by ministerial order before it comes into effect; however, it is important to recognize many of the authorities who will have new duties and powers under the Act are already getting on with managing flood risk.		The Local Plan will need to make provision for the Act and ensure that it is reflected in the evidence base	The SA should ensure Flood Risk is addressed through analysis.
<b>National Flood and Coastal Erosion Risk Management Strategy for England (Environment Agency, 2011)</b>			
The objective of this strategy is to reduce the risk of flooding and coastal erosion and manage its consequences.	➤ No targets		
<b>The Water Act (2014)</b>			
The provisions in the Act enable the delivery of Government's aims for a sustainable sector as set out in the Water White Paper in a way that is workable and clear. The Act aims to make steps towards reducing regulatory burdens, promoting innovation and investment, giving choice and better service to customers and enabling more efficient use of scarce water resources		The Local Plan will need to make provision for the Act and ensure that it is reflected in the evidence base	The SA should ensure Flood Risk is addressed through analysis
<b>Planning (Listed Buildings and Conservation Areas) Act 1990</b>			
Primary legislation for the control of development and alterations that affect listed buildings and conservation areas	Conservation of the built heritage as well as protection of listed buildings and conservation areas	The LDF must contain policies for the protection of listed buildings and conservation	The SA framework should refer to the importance of protecting listed buildings and

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
		areas	conservation areas.
<b>Culture at the heart of regeneration, 2004, DCMS)</b>			
The documents aims to ensure that culture is firmly embedded in regeneration from the very beginning and is not an add-on	3 priority areas Building partnerships across government, the private and voluntary sectors and culture and regeneration practitioners. Supporting delivery by spreading good practice and measuring outcomes. Strengthening evidence to find coherent and robust methods for measuring impacts.	The LDF should consider cultural aspects when formulating policies for the future	The SA must include objectives on accessibility to cultural activities.
<b>Housing Act 2004 (and revised 2006)</b>			
The Act requires the energy efficiency of a building to be established and available as part of the Home Information Pack, part of the implementation of EU Directive 2002/91/EC	Energy efficiency must be at least 20% greater in properties by 2010 than compared with 2000	The Local Plan must contain policies that set energy efficiency standards	The SA must include SA objectives relate to climate change and energy use
<b>Code for Sustainable Homes (2006) / Greener Homes for the future (CLG, 2008)</b>			
The Code measures the sustainability of a new home against categories of sustainable design, using a 1-6 star rating system to communicate its overall sustainability performance. This code replaces the Building Research Establishment's (BRE) Ecohomes scheme.	Encourages developers to distinguish themselves by allowing their homes to be assessed against the rating. Since April 2007 they could choose whether to do this but in July 2007 the government published proposals to make assessment mandatory. From 1 <sup>st</sup> May 2008 all new homes have to be rated against the code which sets minimum standards for energy and water use. Code level to be in place by: Code level 3 – 2010 Code level 4 – 2013 Code level 6 – 2016	The LDF should encourage sustainable design and construction as a method to address climate change	The SA should reference the design and construction issues and how this code will help achieve targets.
<b>A strategy for England's Trees, woods and Forests (Defra, 2007)</b>			
Provide, in England, a resource of trees, woods and forests in places where they can contribute most in terms of environmental, economic and social benefits now and for future generations protect and enhance the environmental	This strategy brings together the regional forestry strategies and builds upon the "England Forestry Strategy" (1998).	➤ Develop plan policies in line with national guidance	➤ Ensure Sustainability Appraisal objectives recognise these issues

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
resources of water, soil, air, biodiversity and landscapes (both woodland and non-woodland), and the cultural and amenity values of trees and woodland increase the contribution that trees, woods and forests make to the quality of life for those living in, working in or visiting England improve the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products and ecosystem services where this will deliver identifiable public benefits, nationally or locally, including the reduction of carbon emissions			
<b>White Paper: Heritage Protection for the 21<sup>st</sup> Century (DCMS, 2007)</b>			
The proposals in this White Paper reflect the importance of the heritage protection system in preserving our heritage for people to enjoy now and in the future. They are based around three core principles: Developing a unified approach to the historic environment; Maximising opportunities for inclusion and involvement; and Supporting sustainable communities by putting the historic environment at the heart of an effective planning system	No targets set out	The LDF will need to consider heritage issues within policy formulation	The SA should take heritage issues and assets into account within the SA Framework
<b>Natural Environment White Paper: The Natural Choice- Securing the Value of Nature (DEFRA, 2011)</b>			
The Natural Environment White paper sets out the Government's plans to ensure the natural environment is protected and fully	The White Paper sets out four key aims: (i) protecting and improving our natural environment; (ii) growing a green economy;	Develop policies that support the vision emphasising biodiversity	

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
integrated into society and economic growth.	(iii) reconnecting people and nature; and (iv) international and EU leadership, specifically to achieve environmentally and socially sustainable economic growth, together with food, water, climate and energy security and to put the EU on a path towards environmentally sustainable, low-carbon and resource-efficient growth, which is resilient to climate change, provides jobs and supports the wellbeing of citizens.		
<b>Lifetime Homes, Lifetime Neighbourhoods: A National Strategy for Housing within an Aging Society (CLG, Feb 2008)</b>			
This document sets out the government's commitment for the provision of homes for different household types across the country with particular reference to older persons	<ul style="list-style-type: none"> <li>• Older people will have housing that supports healthy, active and independent living in welcoming communities.</li> <li>• Housing, neighbourhoods and communities will be more inclusive, attractive and sustainable for an ageing population. There will be more mainstream and specialist homes of the right type in the right location for older people. New housing will be built to Lifetime Homes Standards and new communities will be built to be Lifetime Neighbourhoods.</li> <li>• Older people's housing options will be planned, integrated and sustained as part of a wider approach to meeting housing need.</li> <li>• As part of their strategic approach to housing, we want to see all local authorities working with partners to address the housing needs of older people, looking across the full range of housing options.</li> <li>• Existing housing stock will be improved to enhance housing quality and promote good health.</li> </ul>	The LDF will need to take into account the provision of suitable housing for the projected population	The SA should consider the provision of housing within the SA framework and the provision of housing should be monitored for progress within the AMR.
<b>White Paper: The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (CLG, 2009)</b>			
<p>The strategy aims to deliver an 18% reduction in emissions on 2008 levels by 2020 (and over one third reduction on 1990 levels).</p> <p>The White Paper sets out the transition Plan to 2020 for transforming the UKs power sector, homes and workplaces, our transport,</p>	<p>Relevant Targets:</p> <ul style="list-style-type: none"> <li>• Getting 40% of the UK's electricity from low carbon sources by 2020 with policies to:</li> <li>• Produce around 30% of electricity from renewables by 2020 by substantially increasing the requirement of electricity companies to sell renewable electricity.</li> <li>• Make homes greener by:</li> </ul>	The LDF will need to incorporate policies that will help to promote renewable energy and meet the targets set.	The SA should incorporate renewable energy as an issue for York and include this within the SA framework regarding the use and generation of energy.

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>farming and the way land and waste is managed to meet the carbon budgets set, maximise economic opportunities and protect the most vulnerable.</p>	<ul style="list-style-type: none"> <li>• Channelling about 3.2 million to help households become more energy efficient by increasing the current programme by 20% between 2008 and 2011 and then extending it to the end of 2012</li> <li>• Helping make the UK a centre of green industry by supporting development and use of clean technologies, including multi million pound investment in offshore wind and marine energy</li> <li>• Transforming transport by cutting average carbon dioxide emissions from new cars across the EU by 40% on 2007 levels and sourcing 10% of UK transport energy from sustainable renewable sources by 2020</li> <li>• Framework for tackling emissions from farming</li> <li>• Producing a longer term roadmap for the transition to a low carbon UK for the period 2020 to 2050 by next spring and a vision for a smart grid</li> <li>• Setting out the Government's assessment of the outlook for energy security.</li> </ul>		
<b>Energy White Paper 'Meeting the Energy Challenge' (DTI, 2007)</b>			
<p>Government international and domestic energy strategy aiming to tackle climate change by reducing carbon dioxide emission and ensure secure, clean and affordable energy as the country becomes increasingly dependent on imported fuel.</p>	<p>Reduction of CO2 by 60% by 2050, real progress needed by 2020; maintain reliability of energy supplies; promote competitive markets in the UK and beyond and ensure that every home is adequately and affordably heated</p>	<p>Consider how plan policies can support the objectives and targets of the Energy White Paper</p>	<p>Ensure the energy policy goals are reflected in Sustainability Appraisal Framework</p>
<b>The UK Renewable Energy Strategy (Department of Climate and Energy)</b>			
<p>This strategy aims to meet the UK's target of 15% of all energy to come from renewables sources by 2020, which is a seven fold increase in this energy type over the decade. This target was set by the European Directive for Renewable Energy.</p> <p>The main aim is to set the UK on a path to</p>	<p>The strategy aims to achieve the 15% renewable energy production through the following targets:                      Reduce UK's emissions of Carbon by 750 million tonnes by 2003                      Reduce fossil fuel demand by 10%                      Reduce gas import demand by between 20-30% based upon existing projected figures for 2020.</p> <p>The lead scenario suggests that the country could aim for</p>	<p>The LDF will need to incorporate policies that will help to promote renewable energy and meet the targets set.</p>	<p>The SA should incorporate renewable energy as an issue for York and include this within the SA framework regarding the use and generation of energy.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
decarbonise the production of energy within the UK, alongside nuclear and carbon capture and storage, contribute to the security of energy supplies in the UK through reductions in demand for fossil fuels and gas imports and to allow business opportunities and enable the UK to restructure into a low-carbon economy.	30% of our electricity generated from renewables made up of predominantly wind power, on and offshore. Biomass, hydro and wave and tidal is also imagined to play an important role. 12% heat generated from renewables. A range of sources: biomass, biogas, solar and heat pump sources. 10% transport energy from renewables.		
<b>The UK Low Carbon Industrial Strategy (DECC and DBIS, 2009)</b>			
The move to a low carbon economy change and transform the whole economy in Britain.  The core objective of this strategy is to ensure that British businesses and workers are equipped to maximise the economic opportunities and minimise costs.	No Specific targets but at the heart of the strategy there are 3 basic principles set for a positive environment for low carbon business:  A long term strategic approach from government that sets stable frameworks for businesses and consumers  A pragmatic approach to the role of both markets and government in making the transition to low carbon quickly and effectively, recognising that the need to progressively increase the cost of carbon, encourage low carbon innovation, remove barriers to market for some low carbon technologies and adapt to inevitable climate change, will require intelligent intervention from government  A recognition that government has a responsibility to ensure British-based companies and people are equipped to compete for the new demand created by global climate change policies.	The LDF will need to support the economy and development of industry within York	The SA will need to take the issues on board when assessing the economic objectives.
<b>Carbon Plan: Delivering our Low Carbon Future (DECC, 2011)</b>			
Sets out how the UK will achieve decarbonisation within the framework of energy policy:  <ul style="list-style-type: none"> <li>• To make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households</li> </ul>	No key targets	The Local Plan should consider policies in term of access by low-carbon means and also the capacity for sites to use low carbon sources of energy	The SA needs to ensure that the plan is embracing the low carbon agenda and appropriate sustainability objectives are utilised to assess the plan's credentials in terms of a low carbon future and the impact it could have

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
			on climate change
<b>The UK Biomass Strategy (Defra, 2007)</b>			
<p>This strategy, published with the Government's Energy White Paper<sup>1</sup>, meets the commitment made in the Energy Review (2006) and in the Government's response to the 2005 Biomass Task Force Report and brings together current UK Government policies on biomass for energy, transport and industry. It also builds on the aims, objectives and vision in the 2004 Defra/DTI strategy for non-food crops and uses.</p>	<p>Aims:</p> <ul style="list-style-type: none"> <li>• realise a major expansion in the supply and use of biomass in the UK</li> <li>• facilitate the development of a competitive and sustainable market and supply chain</li> <li>• promote innovation and low-carbon technology development so biomass can deliver relatively higher energy yields</li> <li>• contribute to overall environmental benefits and the health of ecosystems through the achievement of multiple benefits from land use</li> <li>• facilitate a shift towards a bio-economy through sustainable growth and development of biomass use for fuels and renewable materials</li> <li>• maximise the potential of biomass to contribute to the delivery of our climate change and energy policy goals: to reduce CO<sub>2</sub> emissions, and achieve a secure, competitive and affordable supply of fuel.</li> </ul>	<p>The LDF should support the use of different types of renewables technologies within the plans where suitable</p>	<p>The SA should support the use of renewable technologies in analysis.</p>
<b>Microgeneration Strategy (DTI, 2006)</b>			
<p>The objective of this strategy is to create conditions under which microgeneration becomes a realistic alternative or supplementary energy generation source for the householder, for the community and for small businesses.</p>	<p>DTI will lead work with other Government Departments and local authorities to publish a report on measures that local authorities can take to improve energy efficiency and levels of micro generation installations, reduce greenhouse gas emissions and alleviate fuel poverty. This report will be published within 12 months after the commencement of the relevant section of the Climate Change and Sustainability Energy Bill.</p>	<p>The LDF should support the use of different types of renewables technologies within the plans where suitable</p>	<p>The SA should support the use of renewable technologies in analysis.</p>
<b>Adapting to Climate Change in England and the Adapting to climate change Programme (Defra, 2008)</b>			

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>The Government's adapting to Climate Change (ACC) Programme brings together work already being led by Government and the wider public sector on adapting to climate change and will co-ordinate and drive forward the development of the Government's work on this in the future.</p> <p>Objectives of phase 1</p> <ul style="list-style-type: none"> <li>• Develop a more robust and comprehensive evidence base about the impacts and consequences of climate change on the UK</li> <li>• Raise awareness of the need to take action now and help other to take action</li> <li>• Measure the success and take steps to ensure effective delivery; and</li> <li>• Work across government at the national, regional and local level to embed adaptation into Government policies, programmes and systems.</li> </ul>	<p>The programme is in two phases. Phase 1 (2008-11) will lay the groundwork necessary to implement Phase 2 – a statutory National Adaptation Programme, as required by the Climate Change Bill. Phase 2 should be in place by 2012.</p> <p>Four work streams that aim to achieve the objectives are:</p> <ul style="list-style-type: none"> <li>• Providing the evidence</li> <li>• Raising awareness, and helping others take action</li> <li>• Ensuring and measuring progress <ul style="list-style-type: none"> <li>• Government policy and process embedding adaptation.</li> </ul> </li> </ul> <p>There are no set targets as yet</p>	<p>The LDF needs to embed adapting to and mitigating climate change within all documents</p>	<p>The SA should embed climate change throughout its analysis and incorporate climate change within the framework</p>
<b>Energy Act 2013</b>			
<p>The Government aims to further its objectives to meet the UK's decarbonisation and renewable targets, at least cost to consumers. The Government aims to ensure continued secure energy supplies whilst creating the right conditions for markets and private investment, through greater regulatory certainty and clarity. It will do this:</p> <ul style="list-style-type: none"> <li>• through its programme of Electricity</li> </ul>	<p>The Government is committed to achieving its climate change and renewables targets, including a</p> <ul style="list-style-type: none"> <li>• 34 per cent reduction in its CO2 emissions by 2020 (relative to 1990);</li> <li>• at least an 80 per cent reduction by 2050; and</li> <li>• ensuring that by 2020, 15 per cent of the energy consumed in the United Kingdom comes from renewable sources.</li> </ul>	<p>The Local Plan should encourage and promote the use of sustainable and renewable forms of energy</p>	<p>The SA should include sustainable and renewable energy objectives within the framework</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>Market Reform (EMR);</p> <ul style="list-style-type: none"> <li>• through strengthening the regulatory framework by further clarifying the role of the regulator, Ofgem;</li> <li>• and through establishing an Office for Nuclear Regulation (ONR).</li> </ul> <p>In addition, the Bill makes provisions ensuring developers of offshore generating stations can test and commission offshore transmission infrastructure to export power without committing a criminal offence, before transferring the infrastructure to an offshore transmission owner.</p>			
<b>Climate Change Act 2008</b>			
<p>This Act provides a legal framework for ensuring that Government meets its commitments to tackle climate change.</p>	<p>The Act requires that emissions are reduced by at least 80% by 2050, compared to 1990 levels</p>	<p>The Local Plan will need to help deliver and support this Act</p>	<p>The SA ensure it is inline with is Act and through analysis assess how it will help to meet Carbon reduction targets.</p>
<b>Climate Change Risk Assessment (Defra, 2012)</b>			
<p>The Climate Change Risk Assessment (CCRA) is the first-ever comprehensive assessment of potential risks and opportunities for the UK arising from climate change. The CCRA represents a key part of the Government's response to the Climate Change Act 2008, which requires a series of assessments of climate risks to the UK, both under current conditions and over the long term.</p>	<p>Key messages which will need to be addressed are:</p> <ul style="list-style-type: none"> <li>• The global climate is changing and warming will continue over the next century;</li> <li>• The UK is already vulnerable to extreme weather, including flooding and heatwaves;</li> <li>• Flood risk is projected to increase significantly across the UK;</li> <li>• UK water resources are projected to come under increased pressure;</li> <li>• There are health benefits as well as threats related to climate change, affecting the most vulnerable groups in our society;</li> <li>• Sensitive ecosystems are likely to come under increasing pressure;</li> <li>• Potential climate risks in other parts of the world are thought to be much greater than those directly affecting the UK, but could have a significant indirect impact here;</li> <li>• Some changes projected for the UK as a result of climate change could provide opportunities for agriculture and other businesses, although not outweighing the threats;</li> <li>• Despite the uncertainties related to future climate change and its impacts, the evidence is now sufficient to identify a range of possible</li> </ul>	<p>The Local Plan needs to ensure that consideration for climate change is at the heart of the document</p>	<p>The sustainability appraisal should ensure that climate change is factored into the assessment process.</p>

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	<p>outcomes that can inform adaptation policies and planning;</p> <ul style="list-style-type: none"> <li>• Significant gaps in evidence still exist.</li> </ul>		
<b>National Adaptation Programme (Defra, 2013)</b>			
The programme sets out a vision for a society which makes timely, far-sighted and well-informed decisions to address the risks and opportunities posed by a changing climate.	<p>Sets out the key objectives to address the greatest risks and opportunities:</p> <ul style="list-style-type: none"> <li>• Increasing awareness</li> <li>• Increasing resilience to current extremes</li> <li>• Taking timely action for long-lead time measures</li> <li>• Addressing major evidence gaps</li> </ul>	The Local Plan needs to ensure that the risk and opportunities associated with climate change are taken into consideration	
<b>Local Transport Act 2008</b>			
The government is committed to ensuring that we are well equipped to meet not only today's transport challenges, but also those of 10 or 20 years' time. The Local Transport Act is a key part of the government's strategy to meet this commitment, empowering local authorities to take steps to meet local transport needs in the light of local circumstances.			
<b>Low Carbon Transport: A Greener Future (Dept of Transport, 2009)</b>			
This document is a key component of the UK Low Carbon Transition Plan with an aim to harness the full potential of low carbon technology across all transport modes.	<p>On the roads vehicles will be vastly more fuel efficient by 2022. This will be delivered through advances in the efficiency of the internal combustion engine. Alongside this, ultra low emissions vehicles will have made their transition on to the mass market.</p> <p>The strategy is expected to reduce CO2 emissions by 7 million tonnes of CO2 a year for 2020.</p> <p>Targets of 130gCO2/km from 2012 will full compliance by 2015 and 95gCO2/km by 202 have been set to provide a clear and accelerating trajectory for the deployment of new low carbon</p>	The Core Strategy should encourage and promote the use of sustainable transport modes	The SA should include sustainable transport objectives within the framework

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	technologies and vehicles.		
<b>Low Emissions Strategies: Using the planning system to reduce transport emissions, Good Practice Guidance (Defra, 2010)</b>			
Low emission strategies provide a package of measures to help mitigate the transport impacts of development. They complement other design and mitigation options, such as travel planning and the provision of public transport infrastructure	The main benefit of low emission strategies is to reduce transport emissions by accelerating the uptake of low emission fuels and technologies in and around a new development, and to promote modal shift away from car travel. The approach may also contribute towards achieving local government performance targets; provide local economic benefits; help to streamline planning decisions; and contribute to wider sustainable development goals.	The LD should develop policies in line with the national guidance	The SA should take consideration of the aims and objectives within the SA framework
<b>Environmental Protection Act 1990 / Environment Act 1990 and 1995</b>			
This Act of Parliament defines the fundamental structure and authority for waste management and control of emissions into the environment. This includes regulating and licensing the acceptable disposal of controlled waste, the identification and compulsory remedial action for contaminated land		The local Plan needs to ensure consideration for minimising emissions and dealing with contaminated land.	The SA should ensure through analysis that the issue of emissions control and impacts of contaminated land are considered.
<b>Model Procedures for the Management of Contaminated Land (Defra / Environment Agency)</b>			
The model procedures for the Management of Land Contamination, CLR 11, have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination. The process involves identifying, making decisions on, and taking appropriate action to deal with land contamination in a way that is consistent with government policies and legislation within the UK.			

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<b>REGIONAL/SUB-REGIONAL CONTEXT</b>			
<b>North Yorkshire Local Investment Plan 2011-2021 (North Yorkshire Strategic Housing Partnership, June 2011)</b>			
<p>This Local Investment Plan is the result of ongoing discussions between the local authorities of North Yorkshire (excluding City of York), North Yorkshire County Council, the North York Moors and Yorkshire Dales National Park Authorities and the Homes and Communities Agency (HCA). The purpose of this Plan is to showcase the huge potential that can be unlocked through investment in housing in North Yorkshire. It forms the business case and development prospectus for future investment through a place-based approach. This is vital in a time of increasing austerity and cuts to public sector funding when monies need to be targeted effectively and deliver key outcomes and value for money.</p>	<p>The LIP supports the following Vision:                      “To make North Yorkshire and York an inclusive place where communities are sustainable and residents can have fair access to decent affordable homes and effective support when they need it”.</p> <p>It is committed to the delivery of the five key strategic priorities set out in the North Yorkshire Housing Strategy:</p> <ul style="list-style-type: none"> <li>• Enabling the provision of more affordable homes</li> <li>• Maintaining and improving the existing housing stock</li> <li>• Delivering community renaissance</li> <li>• Improving access to housing services</li> <li>• Reducing homelessness</li> </ul>		<p>The SA needs to understand the cross boundary effects of policies in conjunction with North Yorkshire approach.</p>
<b>North Yorkshire Housing Strategy and Action Plan 2010-2015 (NYCC, 2010)</b>			
<p>The purpose of this Plan is to showcase the huge potential that can be unlocked through investment in housing in North Yorkshire. It forms the business case and development prospectus for future investment through a place-based approach. The measures required to deliver on these priorities are set out in the North Yorkshire Local Investment Plan (LIP).</p> <p>This a joint approach by all North Yorkshire LAs, including City of York and North Yorkshire County Council.</p>	<p>The document set out the overarching strategic issues and challenges for the sub-region and established five key priorities for action:</p> <ul style="list-style-type: none"> <li>• enabling the provision of more affordable housing;</li> <li>• maintaining and improving the existing housing stock;</li> <li>• delivering community renaissance;</li> <li>• improving access to housing services (including Extra Care/older people and other vulnerable groups); and</li> <li>• reducing homelessness.</li> </ul> <p>Key target is to deliver 2500 affordable homes by 2015.</p>	<p>The Local Plan needs to enable to the provision of affordable housing in line with meeting the targets of the strategy.</p>	<p>The SA needs to understand the cross boundary effects of policies in conjunction with North Yorkshire approach.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<b>Regional Environment Enhancement Strategy 2008-2013 (Regional Environment Forum, 2008)</b>			
<p>This presents regional objectives and actions for environmental enhancement together with an Enhancement Action Plan to 2013. The strategy aims to deliver some of the environmental objectives of the Regional Sustainable Development Framework and influence the development of other regional strategies to ensure that they address environmental issues.</p>	<p>The themes we agreed for the Strategy in 2003 are still valid, and they are:</p> <ul style="list-style-type: none"> <li>Theme 1: building knowledge and understanding</li> <li>Theme 2: conserving environmental resources</li> <li>Theme 3: managing environmental change</li> <li>Theme 4: making community connections</li> </ul>	<p>The objectives of the strategy should be considered in the development of the Local Plan</p>	<p>The SA should consider the themes and how the policies in the Plan meet the objectives.</p>
<b>Leeds City Region Enterprise Partnership Strategic Economic Plan (2014)</b>			
<p>The Partnership brings together the public and private sectors – and partners in government, education and the third sector – working to a common vision for economic prosperity.</p> <p>The Plan focuses on growth with a shared vision: “To unlock the potential of the City Regional, developing an economic powerhouse that will create jobs and prosperity”</p>	<p>The plan sets four targets to achieve by 2021:</p> <ul style="list-style-type: none"> <li>• £5.2 billion additional economic output beyond current projections</li> <li>• 62,000 extra hobs</li> <li>• £675m in benefit savings</li> <li>• Making the City Region a net contributor to the national economy</li> </ul> <p>The achieve the vision the plan focuses on four strategic pillars, which respond the key economic challenges and opportunities in Leeds City Region:</p> <ul style="list-style-type: none"> <li>• Supporting growing businesses</li> <li>• Developing a skilled and flexible workforce</li> <li>• Building a resource smart City Region</li> <li>• Delivering the infrastructure for growth</li> </ul>	<p>The Local Plan will need to consider the aspirations of the Leeds City Region in policy development.</p>	<p>The SA needs to consider the priorities and outcomes of the LCR plan in its framework and analysis for cross boundary impacts.</p>
<b>Leeds City Region Green Infrastructure Strategy (2010)</b>			

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<p>The Leeds City Region has commissioned the Green Infrastructure Strategy to ensure that future growth is underpinned and supported by high quality green infrastructure. As such, the strategy will sit alongside the other core city region initiatives such as Housing &amp; Regeneration, Employment &amp; Skills, Transport and Economic Drivers and Innovation, to drive sustainable economic growth.</p>	<p>The following section highlights the well established benefits of investing in green infrastructure:</p> <ul style="list-style-type: none"> <li>• <b>Addressing climate change adaptation and mitigation</b> by using tree planting for natural air cooling and CO2 absorption.</li> <li>• <b>Tackling flood alleviation and water management</b> by installing sustainable urban drainage systems, permeable surfaces and open spaces in urban areas and upstream water catchment management techniques in the wider countryside.</li> <li>• <b>Improving quality of place</b> by using the natural environment to create high quality living and recreational environments and a setting for where we live and work.</li> <li>• <b>Improving physical and mental health and social well-being</b> by creating good quality green space and opportunities for relaxation and healthy physical activity as well as providing the infrastructure necessary to encourage people to walk, run, cycle and play for health improvement.</li> <li>• <b>Improving skills and educational attainment</b> by providing an ‘outdoor classroom’ to learn new skills or understand more about the way we live, how our culture has evolved and where our society is heading in the future.</li> <li>• <b>Increasing land and property values</b> by creating attractive environments around new and existing residential, commercial and employment areas.</li> <li>• <b>Sustaining economic growth and Investment Improving labour force productivity.</b> High quality environments around where people live and work can inspire higher productivity and lower absenteeism amongst workforces.</li> <li>• <b>Increasing tourism</b> by improving the ‘tourism offer’ through widespread environmental improvements, and targeted activity to improve the setting, functionality and accessibility of key destinations.</li> <li>• <b>Enhancing recreational and leisure opportunities</b> by creating new or improving existing assets.</li> </ul>	<p>The Local Plan should include for quality openspace to support the economic, social and environmental benefits it has</p>	<p>The SA should assess the policies for their contribution to GI and its impacts on York.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	<ul style="list-style-type: none"> <li>• <b>Protecting and enhancing landscape character and biodiversity</b> by using land improvements and management to deliver biodiversity gain and overall landscape enhancement.</li> <li>• <b>Obtaining products from the land</b> by using natural assets sourced locally in favour of imported goods.</li> </ul>		
<b>2009-2014 Culture Strategy, York and North Yorkshire Cultural Partnership (2009)</b>			
<ul style="list-style-type: none"> <li>• This strategy extracts the essence of what York and North Yorkshire is renowned for and good at culturally, and takes it to the next level towards excellence.</li> <li>• It takes our drive for quality and authenticity and turns them into an advantage for developing our cultural assets in a sustainable way that will continue to grow in popularity, use and attractiveness over the next 5 years.</li> <li>• It is a celebration of our current talent, and our future ambition for cultural partnership opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• To have a strong, sustainable and culturally vibrant York and North Yorkshire making the most of its special qualities and distinctiveness, and maximising its economic and cultural value;</li> <li>• To transform the image and perception of York and North Yorkshire by maximising the opportunities of its outdoor adventure offer and ensuring it is a key driver for increased participation and growing the visitor economy;</li> <li>• To have a vibrant and strong cultural and creative industries sector contributing to the growth of the economy of the sub-region building on our existing infrastructure and networks; and</li> <li>• To ensure that all sections of the community of York and North Yorkshire have access to high quality cultural and sporting activities, helping to raise participation levels, volunteering and healthy lifestyles.</li> </ul>	The Local Plan needs to consider the ambitions of this city and ensure that culture is included within the plan	The SA will need to consider the Cultural Strategy to assess how the plan builds in Cultural pursuits and the impacts for York.
<b>North Yorkshire Waste Local Plan Saved Policies (May 2009)</b>			
To encourage a reduction in the amount of waste that requires treatment and disposal To encourage a move away from traditional waste disposal methods and alternative methods of re-use and recovery	<ul style="list-style-type: none"> <li>➤ 25% recycling (Government Target)</li> </ul> <p>The policies must be adhered to as they still form part of the Development Plan due to the policies being saved.</p>	LDF must reflect the wider waste strategy and apply it locally	Incorporate any relevant targets into sustainability framework
<b>North Yorkshire Minerals Local Plan Saved Policies (2007)</b>			

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>To ensure an adequate and steady supply of minerals</p> <p>To encourage greater use of alternatives to primary resources</p> <p>To minimise conflict with non-mineral development</p> <p>To sustain the contribution of mineral related employment to the economy</p>	<p>The policies must be adhered to as they still form part of the Development Plan due to the policies being saved.</p>	<p>LDF must reflect the wider Minerals strategy and apply it locally</p>	<p>Incorporate any relevant targets into sustainability framework</p>
<b>Countryside Character Volume 3: Yorkshire and the Humber (Countryside Agency, 1999)</b>			
<p>The assessment was part of a national study covering the whole of England. Part of the study that covers York is the 'Vale of York' area (Character Area 28). The assessment looks at the key characteristics of the area, the landscape character, historical and cultural influences, building and settlements and land cover. The document also assess how the countryside is changing and what the pressures are for the future.</p>	<p>The document sets out a number of recommendations for 'shaping the future'. In relation to the 'Vale of York' area these are:</p> <ul style="list-style-type: none"> <li>• There may be scope to enhance the landscape by attempting to create new, larger areas of heathland on appropriate areas of sandy soil</li> <li>• New tree planting should be appropriate to the history of the Vale and its open character. Management of the existing, scattered, farm woodland should be addressed</li> <li>• There is scope for progress in enhancing the riverine landscape by integrated approaches to catchment and river corridor management</li> <li>• Where hedges and hedgerow trees have declined, restoration and replanting may be appropriate to improve wildlife habitat and to strengthen landscape structure</li> <li>• Appropriate design of new development would ensure that the character of settlements is enhanced.</li> </ul>	<p>The impact of the LDF policies must be assessed on the natural and built environment. This landscape character assessment provides the framework to assess this impact. The recommendations set out must be taken into account when developing the LDF policies</p>	<p>Incorporate any relevant targets into sustainability framework</p>
<b>Regional Forestry Framework: The Value of Trees in our Changing Region (Forestry Commission, 2005)</b>			
<p>This strategy sets out priorities for managing trees and woodland in the region for economic, social and environmental gains.</p>	<p>Among the core aims are the need to increase woodland creation in the reclamation of derelict and underused land, protect and improve woodland Sites of Special Scientific Interest and Ancient Woodlands, increase accessible woodland near to where people live, increase the use of wood in sustainable construction and as a source of renewable energy and increase trees and woodland</p>	<p>The LDF should integrate and facilitate the strategy's objectives, desired outcomes and action plan</p>	

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	planting to help reduce flood risk		
<b>Yorkshire and Humber Rural Strategy (2006)</b>			
<p>This strategy sets out the priorities of the Yorkshire and Humber Region in tackling co-ordinating, funding and delivering the outcomes of the UK Rural Strategy (2004). The Y&amp;H Rural Framework sets out the priorities for action to ensure these are targeted where needed at local level across the region, thus securing sustainable development outcomes.</p>	<p>To deliver a Vision of ‘a vibrant and sustainable future for rural Yorkshire and The Humber’. This should mean that rural Yorkshire and The Humber, and the communities within it, remains a place where all those who live, work, play and visit can thrive while maintaining and enhancing the natural environment. The 10 main objectives are:</p> <ol style="list-style-type: none"> <li>1. Rural business development – encourage enterprise and innovation within new and established rural businesses, and provide a co-ordinated support infrastructure that helps them adapt to change.</li> <li>2. Employment, education and skills training – develop and encourage participation in quality learning opportunities, and support rural businesses in workforce development.</li> <li>3. Market towns – support market towns as hubs for the rural economy and as service centres, providing locally based employment opportunities</li> <li>4. Sustainable tourism – develop, manage and promote rural Yorkshire and The Humber as a high-quality ‘sustainable tourism’ destination.</li> <li>5. Access to services – ensure that rural communities are characterised by high levels of inclusion and equitable access to quality services that recognise demographic trends.</li> <li>6. Rural transport – understand and addresses transport needs in rural areas through private, public and voluntary sector provision, to promote rural regeneration and tackle social exclusion.</li> <li>7. Rural housing – understand and address housing needs in rural areas, recognising and tackling issues of fuel poverty.</li> </ol>	<p>LDF policies will need to reflect this guidance and any targets set.</p>	<p>Incorporate any relevant targets into the framework</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	<p>8. Rural communities – promote social cohesion, and encourage and support the engagement of rural communities and the active roles that they can play.</p> <p>9. The natural environment – conserve and enhance the region’s rural biodiversity, its distinctiveness, and the quality of its natural and built environment</p> <p>10. Promote a ‘functional landscape’4 – where development draws on and sustains the natural, cultural and built heritage of the region’s rural area.</p>		
<b>Rights of Way Improvement Plan for North Yorkshire (NYCC, 2007)</b>			
<p>Meet the present and likely future needs of the public. Provide for exercise and other forms of open air recreation and enjoyment of North Yorkshire. Meet the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems. Contribute to the Government's four shared transport priorities which are central to the Local Transport Plan for North Yorkshire. These are reducing congestion, improving air quality, enhancing accessibility and improving safety.</p>		<p>The main priorities of the strategy should be reflected in the development of LDF policies</p>	
<b>Climate Change Plan for Yorkshire and Humber 2009-2014 :Your Climate, Our Future (Yorkshire and Humber Climate Change Partnership, 2009)</b>			
<p>This plan aims to drive the understanding and action in terms of tackling climate change within the region. The emphasis is now on delivery rather than strategy. The vision for the region in 10 years time is:</p> <ul style="list-style-type: none"> <li>• Climate Change mitigation and adaptation underpins future regional strategies and has strong local and regional leadership</li> <li>• The economy is more diverse and resource efficient with low carbon products and services in all sectors.</li> <li>• Businesses use carbon trading effectively to stimulate investment in emissions reduction</li> </ul>	<p>The plans does not set targets but relies on national, regional local initiatives for delivery. The plan identifies gaps and where value can be sort from the partnership as a way forward. There are 7 key priorities identified however:</p> <ul style="list-style-type: none"> <li>• Strategy and Monitoring</li> <li>• The built environment</li> <li>• Transport</li> <li>• Health services</li> <li>• Business</li> <li>• Land Management</li> <li>• Citizen Engagement</li> </ul> <p>There are 3 cross cutting themes:</p> <ul style="list-style-type: none"> <li>• Energy: because the consumption of fossil fuel based energy sources is the biggest direct influence on the volume of greenhouse gases</li> </ul>	<p>The LDF should embed climate change within policy</p>	<p>The SA should embed climate change issues within the framework</p>

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<ul style="list-style-type: none"> <li>The link between economic growth and waste growth is broken</li> <li>Car use is reducing year on year</li> <li>All new development is zero carbon</li> <li>We are better prepared for extreme weather events</li> <li>Agriculture and forestry benefit from longer growing seasons whilst managing soil quality, new pests and diseases, and extreme weather</li> <li>We are able to help the natural environment stay healthy and adapt to climate change.</li> </ul>	<ul style="list-style-type: none"> <li>Waste: Because waste streams are important potential sources of materials and energy</li> <li>Water: Because pressure on water resources and water and sewerage infrastructure will increase.</li> </ul>		
<b>Economic Impact of Heritage in Yorkshire and Humber (Yorkshire and Humber Environment Forum, March 2010)</b>			
<p>The principal purpose of the study is to provide evidence to underpin the role of heritage in the emerging “Yorkshire and the Humber Strategy” (formerly the Integrated Regional Strategy). To meet this challenge, the study is presented in three parts.</p> <ul style="list-style-type: none"> <li>Part I – Understanding the Economic Impacts of Heritage - through the qualitative consideration of case studies</li> <li>Part II – Measuring the Economic Impact of Heritage - a quantitative assessment of the overall economic impact of historic assets to the region and its four sub-regions.</li> <li>Part III – Maximising the Economic Impact of Heritage - sign-posting where the best potential may be for heritage assets to have the greatest economic impacts in the years ahead in the region.</li> </ul>	<ul style="list-style-type: none"> <li>No targets but key recommendations:</li> <li>the opportunity to <i>make better use of post-industrial revolution heritage</i>, which the Sheffield City Region and Leeds City Region are rich in;</li> <li>the opportunity to <i>build upon historic events</i> such as the St Ledger horse race and York Mystery Cycle to increase heritage tourism by visitors from outside the region;</li> <li><i>promote groups of assets</i> which can be very powerful in attracting visitors from outside the region;</li> <li>encourage Local Authorities and other stakeholders to <i>consider the opportunities heritage can provide as a core</i></li> <li><i>renaissance/regeneration theme in a town</i> to ensure that heritage assets are providing the greatest input to economic growth they can;</li> <li>given the increase in holidays within the UK and the expected increase in this trend, <i>promote the region as a heritage holiday destination</i>;</li> <li>help building owners think through the potential to <i>re-use heritage buildings</i> for holiday let accommodation;</li> </ul>	<ul style="list-style-type: none"> <li>The LDF should use this evidence base to influence its heritage policies</li> </ul>	<p>The SA should take account of the recommendations and balance them with other SA considerations.</p>

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	<ul style="list-style-type: none"> <li>• use the current property market slow-down to <i>build developer awareness of opportunities and best practice</i> with heritage buildings;</li> <li>• provide guidance on the type of office environment that can be provided in heritage buildings and the issues/cost involved;</li> <li>• potential to <i>assist developers and Local Authorities to think through alternative uses</i> that are less impacted by markets, need to be in town centres and are sustainable;</li> <li>• develop a closer and more supportive relationship with Conservation Officers; and</li> <li>• <i>to ensure that heritage is considered at the outset of site masterplanning</i>, could there be potential for English Heritage to offer an advisory service to developers?</li> </ul>		
<b>Historic environment Strategy for Yorkshire and the Humber Region (Yorkshire and the Humber Historic Environment Forum 2009-2013)</b>			
<p>This Strategy aims to harness enthusiasm for the historic environment, providing a framework for its management and providing a basis to guide regional policy and decision making.</p> <p><b>Vision</b> To make the conservation and sustainable management of our historic environment the passionate concern of everyone in the Yorkshire and the Humber Region, by raising awareness of its value to peoples' lives and to the health of the economy."</p> <p><b>Aims</b></p> <ul style="list-style-type: none"> <li>• <i>act as an advocacy document</i> - to broaden awareness and understanding and change the way organizations</li> </ul>	<p>Outcomes setting out what they want to achieve for the future:</p> <p><b>Theme A: Making the Case for the Region's historic environment</b></p> <ul style="list-style-type: none"> <li>• A1: Our knowledge and understanding of the historic environment of Yorkshire and the Humber is increased and used effectively to inform its future management</li> <li>• A2: The historic environment is widely recognised as a major contributor to the life of the Region and is reflected in the Region's strategies, policies and plans</li> </ul> <p><b>Theme B: Understanding and enjoying the Historic Environment</b></p> <ul style="list-style-type: none"> <li>• B1: The historic environment becomes a more accessible part of our everyday lives</li> <li>• B2: The historic environment is used as a resource and venue for education, lifelong learning and skills training</li> </ul> <p><b>Theme C: Utilising our Historic Environment</b></p> <ul style="list-style-type: none"> <li>• C1: The special character of this Region is conserved through development and regeneration which harnesses the historical context of local areas and helps to realize the potential of the historic environment</li> </ul>	<p>The LDF should take consideration of the Strategy in planning for heritage issues and assets</p>	<p>The SA should take consideration of the anticipated outcomes within the SA framework</p>

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<p>perceive and value the historic environment, clarifying and emphasising why it matters;</p> <ul style="list-style-type: none"> <li>act as a basis for integrating the historic environment with the ambitions of other agencies - providing a framework to support, guide and inform the development of regional and local policy e.g. Integrated Regional Strategy, Local Area Agreements, Local Development Frameworks, Sustainable Community Plans, City Region and Sub-Regional Plans;</li> <li>provide a focus to inspire historic environment work in the Region – giving a clear direction for activity and outlining priorities to secure the effective management of our historic environment in the future.</li> </ul>	<ul style="list-style-type: none"> <li>C2: More effective planning and management of change is developed through a wider understanding of historic environment issues</li> <li>C3: The historic environment contributes fully to the life of the Region and helps to create distinctive sustainable neighbourhoods</li> <li>C4: Historic landscapes are effectively conserved and enhanced for future generations</li> <li>C5: The historic environment of the Region’s coastal and marine areas are understood, protected and enhanced</li> <li>C6: The historic environment continues to form a major part of the Region’s tourism economy welcoming visitors and the positive benefits they bring</li> </ul> <p><b>Theme D: Caring for our Historic Environment</b></p> <p>D1: The historic environment is effectively managed and maintained</p> <p>D2: The Region has the people with the skills needed to manage and conserve the historic environment for future generations</p>		
<b>Regional Biodiversity Strategy for Yorkshire and Humber (Y&amp;H Biodiversity Forum, 2009)</b>			
<p>The Yorkshire and Humber Regional Biodiversity Strategy has been developed by the Yorkshire and Humber Regional Biodiversity Forum (YHBF). It sets a framework for the integration of biodiversity into our regional and local policies, programmes and processes, and promotes a more joined up approach to biodiversity. It complements and implements the biodiversity elements of the Regional Spatial Strategy. The strategy also represents the region’s contribution to the England Biodiversity Strategy and the UK</p>	<p>Theme A: Protecting the best sites for wildlife in the region</p> <ul style="list-style-type: none"> <li>No net loss from current known baseline</li> <li>100% of LAs to have identified lists of local sites within their plans by 2011</li> <li>100% of plans with appropriate policies/targets</li> <li>No net loss and net gain achieved in priority areas</li> <li>95% of SSSI in favourable or non-favourable recovering condition by 2010-06-02 95% of biodiversity action plan priority habitats and species in appropriate management by 2015</li> <li>All SSSI to under go condition assessment monitoring within a 6 year cycle</li> </ul>	<p>The Local Plan should take consideration of the strategy</p>	<p>The SA should use the strategy to inform the SA Framework in terms of sub-objectives and targets</p>

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<p>Biodiversity Action Plan.</p>	<ul style="list-style-type: none"> <li>• Monitoring programmes established and signed up to by all LAs and wildlife organisations</li> </ul> <p>Theme B: Focussing conservation action on the region’s Priority Habitats and Species</p> <ul style="list-style-type: none"> <li>• Achieve all regional targets for maintenance, restoration and expansion by 2015</li> <li>• 100% of available resources utilised to achieve regional and UK BAP targets</li> <li>• Regional data gaps identified and costed survey programme of delivery in place</li> </ul> <p>Theme C: Improving functional habitat networks and enhancing the wider environment</p> <ul style="list-style-type: none"> <li>• YHBF endorsed regional habitat network map by 2010</li> <li>• All regional targets for habitats and species in appropriate management by 2015</li> <li>• All high priority habitat networks identified and proactively conserved through appropriate delivery/funding mechanisms</li> <li>• 100% of statutory plans with habitat networks identified in appropriate policies</li> </ul> <p>Theme D: Developing a robust evidence base for the region</p> <ul style="list-style-type: none"> <li>• Update the habitat inventory and priority species data sets publicly available through NBN</li> <li>• Annual audits of the region’s species and habitats produced through YHEDN</li> <li>• Evidence used to incorporate biodiversity in all future social and economic strategies</li> <li>• Yorkshire and Humber Environmental data network established</li> </ul> <p>Theme E: Engaging people with the region’s biodiversity</p> <ul style="list-style-type: none"> <li>• All LAs to have at least one Local Nature reserve</li> <li>• 100% of new/revised sustainable Community Strategies to include targets for biodiversity.</li> </ul> <p>Theme F: Helping the region’s biodiversity adapt to climate</p>		

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	<p>change</p> <ul style="list-style-type: none"> <li>• Regional vision/opportunities map produced</li> <li>• 100% of biodiversity delivery plans to include appropriate actions</li> <li>• All sites and species vulnerable to climate change identified within the region and mangement plans developed to minimise effects</li> <li>• No net loss or damage to biodiversity sites due to biofuel production.</li> </ul>		
<b>Environmental Limits in Yorkshire and Humber: a discussion Paper by YHEF for Yorkshire and Humber (2007)</b>			
<p>3 types of environmental limits are discussed under one rationale: “One Planet Living” limits of the natural environment to support itself limits on the capacity of the natural environment to support humanity limits on the ability of the human habitat to cope with environmental change.</p>	<p>Main principles of living within environmental limits:</p> <ul style="list-style-type: none"> <li>• Making Space for Environmental Capital</li> <li>• Ecosystem functions</li> <li>• Water and Flood management</li> <li>• Renewable energy and waste management</li> <li>• Social and cultural functions</li> <li>• Reducing pollution and waste in the round</li> <li>• Reducing all pollution outputs</li> <li>• Turning pollutants into resources</li> <li>• Increasing the environments capacity to process pollution</li> <li>• Reducing Consumption of Environmental Capital</li> </ul> <p>Need to understand environmental asset to know how to manage it / the situation: The technical ‘holding’ limit that must be maintained to avoid further environmental degradation The political/ cultural limit that is deemed by society to be an acceptable level of environmental impact The restorative limit that enables environmental conditions to improve and risks to society to reduce</p>	<p>Consideration of the principles set out by this discussion paper.</p>	<p>The SA should consider the findings and understand the principles of the environmental limits discussion to apply it within analysis.</p>
<b>Delivering Sustainable Energy in North Yorkshire (Produced for a partnership of North Yorkshire LA, Oct 2005)</b>			
<p>Aim of the document is to set out and advise on the opportunities and structure in</p>	<p>Targets to reduce CO2 emissions from energy are in line with the energy hierarchy:</p>	<p>The LDF should take this into consideration</p>	<p>The SA should take consideration of the</p>

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<p>delivering renewable energy within the region.</p> <p>The document sets out how different technologies could be incorporated within the region.</p>	<ul style="list-style-type: none"> <li>• Use less energy by avoiding waste (Be mean)</li> <li>• Use energy efficiently (be lean)</li> <li>• Use energy generated from renewable sources (be Green)</li> <li>• Use any remaining energy required from the least polluting sources of fossil fuels in the most efficient manner (Be Clean)</li> </ul>		appropriate technologies.
<b>Water Resources Management Plan (Yorkshire Water, 2010-2035)</b>			
<p>The plan incorporates future pressures on supply and demand driven by predicted changes to the climate. It also incorporates future changes to the Yorkshire population, housing, future water use and metering trends.</p> <p>The plan provides a response to development and growth within Yorkshire that is balanced and sustainable, whilst maintaining a minimum level of service of no more than one hosepipe ban per 25 years, in line with the Yorkshire Water Drought Plan. It takes into account future greenhouse gas emissions, the potential impact of abstraction on the environment and the volume of water lost through leaks.</p>	<p>The Plan forecasts a deficit in the supply demand balance from 2018/2019. This deficit is caused primarily by the loss of yield due to climate change. To meet the supply demand deficit the preferred solution is a balance of demand reduction options and the development of existing or new assets.</p>	The Local Plan should promote resource efficiency.	This should be included for consideration in the baseline and analysis.
<b>North Yorkshire Local Transport Plan 2011-16</b>			
<p>The third North Yorkshire Local Transport Plan (LTP3) is made up of two main sections Part 1 of the LTP is the Local Transport Strategy (LTS) for North Yorkshire. This is intended to cover a ten to 15 year time period and sets out:</p> <ul style="list-style-type: none"> <li>• what we hope to achieve through LTP3 (and subsequent LTPs);</li> <li>• the main issues facing residents and</li> </ul>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>• supporting flourishing local economies by delivering reliable and efficient transport networks and services (local economies);</li> <li>• reducing the impact of transport on the natural and built environment and tackling climate change (environment and climate change);</li> <li>• improving transport safety and security and promoting healthier travel (safety and healthier travel);</li> </ul>		The Plan should consider the indicators and targets to be achieved.

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>visitors to the County; and</p> <ul style="list-style-type: none"> <li>the types of actions we can take to achieve our objectives.</li> </ul> <p>Part 2 of the LTP is the delivery plan and covers the period 2011-16. The delivery plan sets out how we will:</p> <ul style="list-style-type: none"> <li>manage, maintain and improve transport networks and services to achieve our objectives for transport and to address local problems;</li> <li>monitor our performance to ensure that we are achieving our objectives efficiently; and</li> <li>improve our performance.</li> </ul>	<ul style="list-style-type: none"> <li>promoting greater equality of opportunity for all by improving people's access to all necessary services (access to services); and</li> <li>ensuring transport helps improve quality of life for all (quality of life).</li> </ul> <p>A number of targets and indicators are associated with these objectives.</p>		
LOCAL CONTEXT			
The Council Plan 2011-2016 (City of York Council)			
<p>The purpose of the Council Plan is to:</p> <ul style="list-style-type: none"> <li>Explain to staff what the Council's five priorities are and the actions we plan to take to deliver them</li> <li>Explain the three core capabilities that we need as an organisation, and to develop in every member of staff</li> <li>Demonstrate to Members that we have a clear plan that will deliver the Council's priorities over the next four years.</li> </ul> <p>The Council Plan sets out our priorities for the next four years. There are five priorities:</p> <ul style="list-style-type: none"> <li>Create jobs and grow the economy</li> <li>Get York moving</li> <li>Build strong communities</li> </ul>	<p><b>Creating jobs and grow the economy:</b> All of the city's residents will enjoy the opportunity to achieve their potential within York's economy. A strong and growing economy will provide new job opportunities and the ability for residents to achieve a high quality of life for themselves and their families.</p> <p><b>Get York Moving</b> An effective transport system is critical to the success of our city. Developing public transport services and encouraging more walking and cycling will support sustainable economic growth and improve the quality of life for local communities.</p> <p><b>Building Stronger Communities</b> Strong communities are the foundation of a thriving city. We want to be a city of active and self-reliant communities where everyone has an effective voice in local issues and where there is a strong sense of belonging.</p>	<p>The main themes, targets and priorities of the strategy should be reflected in the development of Local Plan policies</p>	<p>Relevant themes, targets and indicators should be used in the development of the SA objectives and indicators.</p>

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<ul style="list-style-type: none"> <li>• Protect vulnerable people</li> <li>• Protect the environment</li> </ul>	<p><b>Protect Vulnerable People</b> The population growth of older people is already placing greater demand on Council services and budgets with increased numbers of people seeking support from social care services. Our objective is to promote their independence and give them choice and control over their daily lives. We also want to ensure that York's children grow up in happy and stable environments, in family settings wherever possible.</p> <p><b>Protect the Environment</b> York has an outstanding built and natural environment, with iconic world class heritage. York's distinctiveness needs to be used to attract further investment and sustainable growth, without compromising what makes the city attractive. To succeed requires combining economic growth with reduced environmental impact, as well as placing expectations on individuals to adjust their behaviour.</p>		
<p><b>Local Agenda 21 Strategy 2000</b></p>			
<p>The plan objective is focussed on the quality of life in York and how to improve the quality of life for everyone in York, now and in the future</p>	<p>The main targets of the strategy are:</p> <ul style="list-style-type: none"> <li>• For everyone to have access to a job, with good working conditions in a local economy where the value of voluntary and unpaid work is recognised</li> <li>• For everyday goods and services, including those produced locally, to be available close to where people live</li> <li>• For low and decreasing crime levels that mean all residents feel safe and secure</li> <li>• For people not to have to rely on the car to get around</li> <li>• For resources to be used carefully, with minimal waste and as little pollution as possible</li> <li>• For a pleasant natural environment which people can enjoy which supports the largest possible range of native animals and plants</li> <li>• For people to enjoy good health with effective treatment available for those who need it</li> </ul>	<p>The main targets of the strategy should be reflected in the development of LDF policies</p>	<p>These objectives should form the foundation of the SA objectives</p>

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	<ul style="list-style-type: none"> <li>• Education and training to be available to people of all ages and abilities</li> <li>• Access to affordable, appropriately sized housing in a good condition for all</li> <li>• For everyone to have the opportunity to be part of a community and to have their say in decisions affecting themselves or the city as a whole</li> <li>• For the characteristics that make York unique to be protected and enhanced.</li> </ul>		
<b>York City Vision and Community Strategy (Without Walls) 2011-2025 (2011)</b>			
<p>Without Walls is the name of a group of people from influential organisations in York who have agreed to work together to achieve a shared vision. The strategy in place to reach the shared vision, called the community strategy, will make sure that the good work done by organisations, partnerships and individuals in the city is brought together in one overall 'grand plan'. We will see improvements quicker if we work together than if organisations continue to work on their own.</p> <p>Strategic Ambitions:</p> <ul style="list-style-type: none"> <li>• Building confident, healthy and inclusive communities</li> <li>• Being a leading environmentally-friendly city</li> <li>• Being at the forefront of innovation with a diverse and thriving economy</li> <li>• Being a world class centre for culture, education and learning for all</li> <li>• Celebrating our historic past and creating</li> </ul>	<p>There are seven themes to the strategy each with their own objectives and targets that come together to form the city vision. These are:</p> <ul style="list-style-type: none"> <li>• The Safer City - To be a safe city with a low crime rate and to be perceived by residents and visitors as such.</li> <li>• The Healthy City - To be a city where residents enjoy long, healthy and independent lives through the promotion of healthy living and with easy access to responsive health and social care services</li> <li>• The City of Culture - Celebrating both our uniqueness and our diversity, we will promote a culture that helps build a confident and creative community, welcomes and inspires resident and visitor alike, and encourages quality opportunities for fun and fulfilment open to all</li> <li>• The Thriving City - To support the progress and success of York's existing businesses and to encourage new enterprises in order to maintain a prosperous and flourishing economy that will sustain high employment rates</li> <li>• The Inclusive City - To ensure that all residents and visitors can take part in the life of the city</li> <li>• The Learning City - To ensure all those who live and work in York have the education and skills that will enable them to play an active part in society and contribute to the life of the</li> </ul>	<p>The main targets of the strategy should be reflected in the development of Local Plan policies</p>	<p>These objectives should be incorporated into the objectives and indicators of the SA framework to ensure consistency</p>

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
a successful and ambitious future	<p>city. To ensure that the city is seen as an internationally recognised centre for education with a commitment to lifelong learning and creativity which is second to none</p> <ul style="list-style-type: none"> <li>The Sustainable City - That York should be a model sustainable city with a quality built and natural environment and modern, integrated transport network</li> </ul>		
<b>Corporate Fairness and Inclusion Strategy and Single Corporate Equality Scheme (CYC, 2010)</b>			
<p>Below are the main actions that we have planned from July 2009 to July 2012. They will help us to make the lives of people from the equality strands better. These actions make up our Single Corporate Equality Scheme.</p> <ul style="list-style-type: none"> <li>Theme 1 - Know the community;</li> <li>Theme 2 - Leadership, partnership and Commitment;</li> <li>Theme 3 – Engaging with people from the equality strands;</li> <li>Theme 4 – Providing responsive services;</li> <li>Theme 5 – Having a diverse workforce;</li> <li>Theme 6 - Acting in each business area</li> </ul>	<p><b>Fairness and inclusion</b> are about treating people according to their needs to achieve fair results across the full range of services and employment opportunities offered by the council, its partners, outside organisations that work for it, and organisations that the council gives grants to.</p> <p>The aim is to make sure that people do not suffer disadvantage in services and employment as a result of their:</p> <ul style="list-style-type: none"> <li><b>gender</b> (This includes trans people who are going through sex-change or have a sense of self that belongs to the other gender).</li> <li><b>disability</b></li> <li><b>race</b></li> <li><b>age</b></li> <li><b>religion and belief</b></li> <li><b>sexual orientation</b></li> </ul>	The Local Plan should ensure that equality is considered throughout policy development	The SA should ensure that equality forms part of the assessment process.
<b>Local Transport Plan 3 2011-2021 (CYC, 2011)</b>			
<p>This third transport plan sets out five themes with objectives:</p> <ol style="list-style-type: none"> <li>Providing quality alternatives</li> <li>Improving strategic Links</li> <li>Encouraging behavioural Change</li> <li>Tackling transport emissions</li> <li>Enhancing public Streets and spaces.</li> </ol> <p>The LTP is a long-term strategy for transport in York and is supported by a implementation</p>	<p>The LTP3 vision over the next 20 years is: To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:</p> <ul style="list-style-type: none"> <li>Has people walking, cycling and use public transport more;</li> <li>Makes York easier to get around with reliable and sustainable links within its own area, adjacent to other areas and the rest of the UK;</li> <li>Enables people to travel in safety, comfort and security, whatever form of transport they use;</li> <li>Provides equal access to opportunities for employment,</li> </ul>	The main targets of the strategy should be reflected in the development of Local Plan policies	These objectives should be incorporated into the objectives and indicators of the SA framework to ensure consistency.

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
plan with detailed measures.	education, training, good health and leisure for all; and <ul style="list-style-type: none"> <li>• Addresses the transport-related climate change and local air quality issues in York</li> </ul>		
<b>Life Long Learning and leisure Plan 2005 to 2008 (replaces the Education and Leisure Strategic Plan 2002-2006), March 2005</b>			
Key Vision – to aspire to excellence, reflecting the local ambition of York to be a world class city in the 21 <sup>st</sup> Century. This will not be achieved unless the people who are educated and live in the city are given the opportunity to become highly motivated, flexible and creative life-long learners	Key outcomes/targets: <ul style="list-style-type: none"> <li>• Making York more eventful – enjoying, participating in and taking the lead in cultural events and activities</li> <li>• Engaging in learning – developing creative expression and talent, becoming more informed and acquiring skills for life</li> <li>• Being healthy – enjoying good physical and mental health and having an active lifestyle</li> <li>• Making a positive contribution – being involved with the life of the city and its many communities</li> <li>• Taking pride and pleasure in the environment – appreciating and understanding the city and its surroundings</li> <li>• Economic well-being – enjoying the economic benefits of a thriving cultural sector</li> <li>• Staying safe – being protected from harm and neglect</li> <li>• Infrastructure planning – improving the quality of the city’s cultural infrastructure</li> </ul>	Ensure that the main targets and indicators are taken into account when developing LDF policies	Incorporate any relevant targets into sustainability framework
<b>The Education Plan 2005-2008</b>			
Key Vision – to aspire to excellence, reflecting the local ambition of York to be a world class city in the 21 <sup>st</sup> Century. This will not be achieved unless the people who are educated and live in the city are given the opportunity to become highly motivated, flexible and creative life-long learners	Key Outcomes/Targets: <ul style="list-style-type: none"> <li>• Being Healthy in York – enjoying good physical and mental health and living a healthy lifestyle</li> <li>• Staying Safe in York – being protected from harm and neglect</li> <li>• Enjoying and achieving in York – getting the most out of life and developing the skills for adulthood</li> <li>• Making a positive contribution in York – being involved with the community and society and not engaging in anti-social or offending behaviour</li> <li>• Achieving economic well-being – not being prevented by economic disadvantage from achieving their full potential in</li> </ul>	Ensure that the main targets and indicators are taken into account when developing LDF policies	Incorporate any relevant targets into sustainability framework

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	life		
<b>Achieving Excellence: York's 14-19 Plan 2009-2015 (CYC, 2009)</b>			
<p>The objective of the plan is to significantly raise the skills and qualification levels of young people. The plan highlights three key strands:</p> <ul style="list-style-type: none"> <li>• Raising Attainment</li> <li>• Raising Participation</li> <li>• Provision of a 14-19 entitlement curriculum</li> </ul> <p>The key vision is for learners in York to have ambition and aspiration.</p>	<p>The Plan identifies key principles which will help achieve the vision including:</p> <ul style="list-style-type: none"> <li>• Providing the highest quality education and training for all York learners</li> <li>• Meeting the needs of all learners in York, but with a key focus on groups which are currently less well served, including NEETs and learners with learning disabilities and/or difficulties</li> <li>• Putting the needs of the learner first and above the needs of individual institutions</li> <li>• Understanding that each institution has its own contribution to make, but that no school or college is bigger than the whole</li> <li>• Moving away from competition to co-dependency of a high quality</li> <li>• Driving change with shared and collective leadership</li> </ul>	<p>Ensure that the indicators are considered when developing Local Plan policies</p>	<p>Incorporate any relevant targets into sustainability framework</p>
<b>Dream Again: Children's and Young People's Plan 2013-2016 (CYC and York OK Children's Trust, 2012)</b>			
<p><b>Vision</b> York is a city making history and its children are our future. Every child and young person in York deserves to live their dreams. We will stretch, support, nurture and release them to do so. Working with them and their families, we will make York the best place in Britain in which to grow up.</p> <p>Eight ways in which we will work to help all children, young people and their families to live their dreams:</p> <ul style="list-style-type: none"> <li>• Striving for the highest standards;</li> </ul>	<p>A specific responsibility of the YorOK Board is to oversee the production, delivery and review of this Children and Young People's Plan. In discharging this responsibility the Board will formally monitor performance and progress on a quarterly basis, and review annually the extent to which partners have acted in accordance with the Plan. A full retrospective CYPP 2009-12 performance score card is provided at annex A and a proposed scorecard for the new Plan is provided at annex D. These scorecards can be amended in light of changing national reporting requirements and local priorities.</p> <p>In addition to this strategic monitoring, YorOK will oversee production of a more immediate Action Plan which will be</p>	<p>Ensure that the main targets and indicators are taken into account when developing Local Plan policies</p>	<p>Incorporate any relevant targets into sustainability framework</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<ul style="list-style-type: none"> <li>• Upholding truly equal opportunities;</li> <li>• Helping children and young people to always feel safe;</li> <li>• Intervening early and effectively;</li> <li>• Working together creatively;</li> <li>• Working in genuine collaboration with children and families: mutual respect and celebration;</li> <li>• Connecting with communities, within which our children live, and to the rich culture of our great city;</li> <li>• Remembering that laughter and happiness are also important!</li> </ul> <p>There are five specific priorities, based on evidence about where extra help is needed:</p> <ul style="list-style-type: none"> <li>• Helping all York children enjoy a happy family life;</li> <li>• Supporting those who need extra help at the earliest opportunity;</li> <li>• Promoting good mental health;</li> <li>• Reaching further: links to a strong economy;</li> <li>• Planning well in a changing world.</li> </ul>	<p>reviewed and refreshed as necessary over the next three years.</p>		
<b>Taking Play Forward – A Play Strategy for York (CYC, 2002, updated 2010)</b>			
<p>Taking play forward is a working and flexible philosophy for all children and young people up to 16 years old, parents and organisations involved with play. It aims to:</p> <ul style="list-style-type: none"> <li>• Raise the standards of play provision</li> <li>• Encourage joint working between children, individuals and services</li> </ul>	<p>Targets:</p> <ul style="list-style-type: none"> <li>• For all forms of city planning and organisation, relevant authorities and departments to be encouraged to consider the play environment and help build resources which allow children’s play to happen freely</li> <li>• All individuals and organisations making decisions which affect (directly or indirectly) the right of children to play and</li> </ul>	<p>Ensure that the main targets and indicators are taken into account when developing LDF policies</p>	<p>Incorporate any relevant targets into sustainability framework</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>with interests in play</p> <ul style="list-style-type: none"> <li>• Create flexibility in the use of play resources</li> <li>• Identify measurable criteria for funding and developing play opportunities</li> <li>• Increase the recognition of the importance of play</li> </ul>	<p>their right to be consulted should be encouraged to consider and apply the 7 play objectives (as detailed in the strategy)</p> <ul style="list-style-type: none"> <li>• Opportunities to create open and accessible free-play and adventure play in the general environment should be a priority</li> <li>• To see that play spaces and places that offer children opportunities for risk taking and challenge, whilst ensuring that they are not at risk of serious harm</li> </ul>		
<b>Low Emission Strategy (CYC, 2012)</b>			
<p>The LES vision will be delivered through a series of measures aimed at achieving the following objectives:</p> <p>i. To raise public and business awareness and understanding of emissions to air in order to protect public health and meet the city’s ambitious carbon reduction targets.</p> <p>ii. To minimise emissions to air from new developments by encouraging highly sustainable design (via sustainable design aspects of the emerging Development Plan) and the uptake of low emission vehicles and fuels on new developments (via LES and LTP3)</p> <p>iii. To minimise emissions to air from existing vehicles by encouraging eco-driving, optimising vehicle maintenance and performance (including that of abatement equipment) and providing businesses, residents and visitors with incentives and opportunities to use low emission vehicles and fuels</p> <p>iv. To lead by example by minimising emissions from council buildings (via</p>	<p>Overall vision: <b><i>‘To transform York into a nationally acclaimed low emission city’</i></b> where the population, and the business and development community particular are aware of their impact on the environment and health and play an active role in reducing all emissions in the city</p> <ul style="list-style-type: none"> <li>• where new development is designed to minimise emissions and maximise sustainable transport access</li> <li>• where there are noticeably higher rates of walking and cycling than in other UK cities and rates are comparable to those in exemplar European cities</li> <li>• where there are noticeably greater numbers of alternatively fuelled vehicles (electric, gas and hybrid) than in other UK cities and widespread eco-driving behaviour</li> <li>• where there is a well developed infrastructure to support low emission (alternatively fuelled) vehicles</li> <li>• where the number of vehicles accessing air quality hotspots and risk areas are minimised and where lorries, buses and taxis meet minimum emission standards and embrace new emission reduction technologies</li> <li>• where the council leads by example, operating the lowest emission fleet affordable and seeking to minimise emissions from procured services</li> <li>• where local air quality and global warming issues are</li> </ul>	<p>The Local Plan will need to make provision to help achieve and deliver this strategy</p>	<p>The SA should include the indicators and baseline information to help determine analysis and objectives.</p>

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>CCFAP), fleet and other activities and to showcase low emission technologies whenever possible</p> <p>v. To encourage inward investment by providers of low emission technology, fuels and support services</p> <p>vi. To maximise sustainable transport and reduce localised air quality breaches through traffic demand management, smart travel planning, and potentially regulatory control (via LTP3, the emerging Development Plan, LES and revisions to the AQAP).</p>	<p>considered and tackled together</p> <ul style="list-style-type: none"> <li>• where inward investment by low emission technology providers is actively sought, encouraged and supported</li> <li>• where innovation and investment in infrastructure and services that reduce emissions are actively sought, encouraged and promoted.</li> <li>• where as a result of the above there are no exceedances of air quality limit</li> </ul>		
<b>City of York Council Homelessness Review and Strategy 2008-2013</b>			
<p>The main objectives are:</p> <ul style="list-style-type: none"> <li>• Ensure people who are at risk of homelessness are aware of, and have access to, the services they need to help prevent it.</li> <li>• Ensure the provision of, and fair access to, accommodation sufficient to meet identified housing needs.</li> <li>• Ensure people with housing related support needs have these needs fully assessed and have access to the support services required to sustain independent living and prevent homelessness.</li> <li>• Ensure the effective co-ordination of all service providers, across all sectors, whose activities contribute to preventing or addressing homelessness, or meeting the accommodation and support needs of people who are homeless or at risk of</li> </ul>	<p>The strategy sets out national targets as set out by ODPM and local targets as follows:</p> <p><b>National Targets</b></p> <ul style="list-style-type: none"> <li>• To keep rough sleeping as close to zero as possible (and at least two thirds below the level in 1998)</li> <li>• To end the use of B&amp;B hotels for homeless families with children except in short-term (less than 6 weeks) emergencies</li> </ul> <p><b>Local Targets:</b></p> <ul style="list-style-type: none"> <li>• Keep rough sleeping as close to zero as possible</li> <li>• Reduce the number of households in temporary accommodation by 2010 to half the figure it was in 2004</li> <li>• End the use of bed and breakfast accommodation for homeless families with children, except in short term emergencies</li> <li>• End the use of bed and breakfast for 16-17 year olds, except in an emergency, by 2010.</li> </ul>	<p>Ensure that the main targets and indicators are taken into account when developing LDF policies</p>	<p>Incorporate any relevant targets into sustainability framework</p>

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
homelessness.			
<b>City of York Council Housing Strategy 2011-15</b>			
<p>Our "Creating homes, building communities" strategy includes six strategic aims:</p> <p><b>1. Improve access to housing and housing services, including appropriate information, advice and support:</b> Knowing what housing options are available and where to go for help are set to become increasingly important in the years ahead so people can plan, make informed choices and avoid a housing crisis.</p> <p><b>2. Make best use of the existing housing stock:</b> The economic slowdown presents challenges to new housing supply. Making better use of the existing homes is one way of minimising future demand.</p> <p><b>3. Maximise the supply of decent environmentally sustainable homes that people can afford:</b> We must maintain a strong focus on the key housing sites, such as York North West, which in turn will underpin future economic growth.</p> <p><b>4. Improve the condition, energy efficiency and suitability of homes and create attractive, sustainable neighbourhoods:</b> Ensuring homes remain suitable to our needs as we get older helps maximise use of the existing stock and underpins good quality of life. Cutting carbon emissions is good for the environment and means people spend less on energy.</p>	<p>Key objectives to tackle the local housing issues identified:</p> <p><b>1. Improve access to housing and housing services, including appropriate information, advice and support</b></p> <ul style="list-style-type: none"> <li>• Develop an advanced housing options service</li> <li>• Increase awareness of housing options for particular groups, such as older households and people with disabilities</li> <li>• Increase awareness of York's social housing allocation system</li> </ul> <p><b>2. Make best use of the existing housing stock</b></p> <ul style="list-style-type: none"> <li>• Tackle under occupation</li> <li>• Tackle long-term empty properties</li> <li>• Swiftly re-let homes that become vacant in the social rented sector and tackle illegal sub-letting</li> <li>• Increase the role of the private rented sector in meeting housing need</li> </ul> <p><b>3. Maximize the supply of decent environmentally sustainable homes that people can afford</b></p> <ul style="list-style-type: none"> <li>• Increasing housing supply, especially the supply of additional affordable homes</li> <li>• Ensure all new homes are built to high environmental standards</li> <li>• Tackle worklessness and financial exclusion</li> <li>• Increase the range of housing options available to older households and those with disabilities</li> <li>• Address the housing needs of gypsies, travellers and showpeople</li> <li>• Ensure a planned approach to student housing</li> </ul> <p><b>4. Improve the condition, energy efficiency and suitability of homes and create attractive, sustainable neighbourhoods</b></p> <ul style="list-style-type: none"> <li>• Improve the condition and energy efficiency of existing homes</li> </ul>	<p>The Local Plan needs to help deliver elements of the Housing Strategy through policy</p>	<p>The SA should take the aims, objectives and targets in account through the SA Framework and analysis.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p><b>5. Reduce homelessness and tackle the causes of homelessness:</b> By preventing homelessness we can help households avoid its damaging affects and reduce overall costs.</p> <p><b>6. Develop effective partnership working:</b> Joint working on housing issues has been key to the achievements made to date. We know there are partnerships we can strengthen further, particularly around housing and health.</p>	<ul style="list-style-type: none"> <li>• Tackle fuel poverty</li> <li>• Help people remain in (or safely return to) their homes</li> <li>• Reduce anti-social behaviour</li> <li>• Improve home security</li> <li>• Increase residents' involvement in decisions about their homes and neighbourhoods</li> </ul> <p><b>5. Reduce homelessness and tackle the causes of homelessness</b></p> <ul style="list-style-type: none"> <li>• Prevent homelessness</li> <li>• Reduce the use of temporary accommodation</li> <li>• End rough sleeping</li> <li>• Increase special provision for young people and teenage parents</li> </ul> <p><b>6. Develop effective partnership working</b></p> <ul style="list-style-type: none"> <li>• Improve partnership working with the health sector</li> </ul>		
<b>Older Persons Housing Strategy 2011-2015 (CYC, 2011)</b>			
<p><b>Strategic Aims:</b></p> <ol style="list-style-type: none"> <li>1. Ensure older people can make informed choices and plan ahead by providing accessible and clear information on their housing options</li> <li>2. Ensure older households are able to live in their own homes for longer, rather than have to move to 'specialist' accommodation to maintain their independence and well being</li> <li>3. Where there is a need for more specialist types of accommodation for frailer older people and those with specific needs, ensure it promotes and enables maximum independence and choice.</li> </ol>	<p>Targets for Strategic Aims:</p> <p>Strategic aim 1</p> <ul style="list-style-type: none"> <li>• Comprehensive information about housing and support options by Dec 2011. Annual older people information events to raise awareness of options.</li> <li>• Update knowledge of older people's needs through a full housing market assessment by Jul 2011. Complete customer profiling of social housing tenants by Dec 2011.</li> <li>• Report progress on the strategy to the Older People's Partnership Board every six months.</li> </ul> <p>Strategic aim 2</p> <ul style="list-style-type: none"> <li>• 100% of new homes built to lifetime standard (date to be confirmed in Local Development Framework).</li> <li>• Continue to promote and administer disabled facilities grant in light of cutbacks in funding for other help and assistance.</li> <li>• Register of adapted social rented properties by July 2012.</li> <li>• Minimum of 98.6% of vulnerable people accessing services helped to maintain independent living year on year</li> </ul>	<p>The Local Plan should make provision for a mix of types of accommodation to suit all needs</p>	<p>The SA should reference the targets and indicator for the strategy and use this as a basis for analysis.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
	<ul style="list-style-type: none"> <li>• Reduction on the proportion of older households spending more than 10% of their income on domestic energy bills by 2015.</li> <li>• Minimum of 6 households helped to downsize each year.</li> </ul> <p>Strategic Aim 3:</p> <ul style="list-style-type: none"> <li>• Increase in the proportion of new specialist housing that offers a wider range of tenure options and bedroom sizes.</li> <li>• Complete stock options appraisal of older persons schemes with recommendations for future provision – July 2011</li> <li>• Agreed equalities and diversity policy in place by April 2012.</li> </ul>		
<b>York Supporting People Strategy 2005-2010, Supporting People Commissioning Body</b>			
<p>The Supporting People Commissioning Body is a partnership of the Probation Service (North Yorkshire), Selby and York Primary Care Trust and the City of York Council.</p> <p>The purpose of the strategy is to determine the specific nature of the work to be undertaken in the next 5 years in order to achieve the maximum benefits from the Supporting People Grant for as many individuals and communities as possible. The vision is that - Supporting People will help to make York a place where all people:</p> <ul style="list-style-type: none"> <li>Are able to achieve the greatest independence</li> <li>Feel secure and live in a safe environment</li> <li>Are confident and feel good about themselves</li> <li>Are encouraged to have aspirations and given the best chance to achieve in life</li> <li>Are listened to and have their views taken seriously</li> </ul>	<p>The success of the programme will be measured by the following outcomes:</p> <ul style="list-style-type: none"> <li>Increased or maintained independence in everyday living</li> <li>Improved or maintained capacity to secure and manage a home</li> <li>Safer and more sustainable communities</li> <li>Reduced isolation in the community and increased participation of supporting people customers in everyday community activities.</li> </ul> <p>These outcomes will be measured by a number of performance indicators as detailed in the document</p>	<p>Ensure that the main targets and indicators are taken into account when developing LDF policies</p>	<p>Incorporate any relevant targets into sustainability framework</p>
<b>Let's Talk Rubbish: A Municipal Waste Management Strategy for City of York and North Yorkshire 2006-2026 (2006)</b>			
<p>This Strategy has the following objectives, to enable us to achieve this vision:</p>	<p>The Partnership aims to achieve the following targets, as a minimum:</p>	<p>The LDF should incorporate policies which aims to achieve</p>	<p>The SA should take consideration of the objectives</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<ul style="list-style-type: none"> <li>• Reduce the amount of waste produced in York and North Yorkshire so as to make us one of the best performing areas<sup>5</sup> in the country by 2013 (currently York and North Yorkshire residents produce more waste per person than in most other areas). By 2008, we aim to produce less per person than the average for England and Wales</li> <li>• To promote the value of waste as a natural and viable resource, by:</li> <li>• Re-using, recycling and composting the maximum practicable amount of household waste</li> <li>• Maximising opportunities for re-use of unwanted items and waste by working closely with community and other groups</li> <li>• Maximising the recovery of materials and/or energy from waste that is not re-used, recycled or composted so as to further reduce the amount of waste sent to landfill</li> </ul>	<ul style="list-style-type: none"> <li>• Recycle or compost 40% of household waste by 2010</li> <li>• Recycle or compost 45% of household waste by 2013</li> <li>• Recycle or compost 50% of household waste by 2020</li> </ul> <p>Divert 75% of municipal waste from landfill by 2013</p>	the targets	and targets in the SA framework.
<b>Contaminated Land Strategy, Environmental Protection Unit, City of York Council, (Adopted July 2001, revised January 2010)</b>			
<p>It is envisaged that this strategy will help the council to improve and protect the condition of the environment and the health of residents in York.</p> <p>Key Objectives:</p> <ul style="list-style-type: none"> <li>• to meet the requirements placed on the council to produce a strategy for the implementation of Part 2A;</li> <li>• to document how the council intends to meet the criteria of the statutory</li> </ul>	Specific targets and indicators are detailed in the document	Ensure that the main targets and indicators are taken into account when developing LDF policies	Incorporate any relevant targets into sustainability framework

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>guidance;</p> <ul style="list-style-type: none"> <li>• to provide a framework for the identification, prioritisation, assessment, determination and remediation of contaminated land and to subsequently reduce the risks posed to human health and the environment;</li> <li>• to provide information to the Environment Agency for the national report on contaminated land;</li> <li>• To put into practice the 'suitable for use' and 'polluter pays' principles to ensure suitable remediation is carried out on all necessary sites;</li> <li>• to provide a greater understanding for the need to investigate and remediate contaminated land;</li> <li>• to improve internal and external communications with regard to contaminated land; and City of York Council Contaminated Land Strategy - 2010 - 14 -</li> <li>• to inform land owners, the general public and stakeholders of the council's intentions in relation to contaminated land by the publication of this strategy document.</li> </ul>			
<b>Community Safety Plan, Safer York Partnership, 2011-2014</b>			
<p>The priorities for the Crime and Disorder Reduction Partnership are based upon the Community Safety Strategy for York, and is the product of both multi-agency data</p>			<p>The SA should consider the implications from the strategy on the Local Plan policies.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>analysis of crime and disorder intelligence, as well as information and community consultation conducted through the Police Safer Neighbourhood Teams. The plan covers the period 2011-2014 and outlines the following key priorities:</p> <ul style="list-style-type: none"> <li>• Autocrime - reducing the volume of vehicle-related offences</li> <li>• Burglary - reducing the number of house, shed/garage and commercial burglaries</li> <li>• Cycle Theft - reducing the number of bikes stolen and number of cycle thieves</li> <li>• Drugs and Alcohol – reducing the harm caused by substance misuse.</li> <li>• Safer Neighbourhoods – including tackling anti-social behaviour and road safety</li> <li>• Violent Crime – including alcohol related violence in the night time economy and domestic violence</li> </ul>			
<p><b>Healthier lives: NHS North Yorkshire and York's Strategic Plan 2010-2015 (May 2010)</b></p>			
<p>We aim by 2015 the people of North Yorkshire and York will agree that:            They are supported to have healthier lifestyles            They are satisfied with the services available to them            The services they receive meet their needs            Services are accessible            Our mission is to:            Reduce health inequalities            Empower individuals to manage their own health</p>	<p>The goals for the next five years are:            Goal 1: Comprehensive services for our ageing population            Goal 2: Reduction in health inequalities            Goal 3: Improved health and well-being of the population through the promotion of healthy lifestyles            Goal 4: Clinically and financially sustainable healthcare system            Goal 5: Highest quality care in the right settings            Goal 6: Strong partnerships focused on the individual</p>	<p>Ensure that any relevant targets and indicators are taken into account when developing LDF policies</p>	<p>Incorporate relevant health indicators into the development of the SA framework</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
Create seamless care with our partners which make best use of our allocated resources			
<b>Reaching Further: York's Economic Strategy (CYC, 2012)</b>			
<p><b>The Vision</b> Our simple economic vision is for the City of York to become an international and enterprising city, and in time, the most competitive city of its size, not only in the UK but globally, leading to increased sustainable and inclusive growth in the overall economy and jobs.</p> <p>On the way to achieving this vision, by 2015, the city will aim to become a top 5 UK city economy that sustainably delivers both Gross Value Added (GVA) and jobs growth, and a top 10 European city, as measured against comparator cities</p>	<p>In order to realise this vision, the city will achieve the following five ambitions:</p> <ol style="list-style-type: none"> <li>1. A flexible and relevant workforce for the future, by unlocking the potential of our existing and future workforce, building on residents' skills to provide fairer opportunity for employment, whilst attracting new skilled individuals to meet the needs of businesses today and in future.</li> <li>2. A growing and dynamic business base competing on a global stage, by encouraging entrepreneurship and the growth and internationalisation of existing business, as well as attracting new businesses.</li> <li>3. A globally connected, locally integrated knowledge base, by strengthening the city's higher and further education base, its international connectivity and its connection to the wider city economy and business base.</li> <li>4. A world class place for business, communities, students and visitors, by facilitating both better use of existing developments and infrastructure and the development of new spaces where necessary.</li> <li>5. A coordinated and efficient approach to attracting and retaining investment in the city, by building on these pillars to attract and retain investment from local, regional, national and international markets.</li> </ol>	The Local Plan should support the strategy through policy and delivery	The SA should use the themes, priorities and indicators in scoping and analysis of the policies.
<b>Science City York Strategy</b>			
Science City York is a business support organisation that assists in the creation and growth of technology-based businesses. Its mission is to create business and employment opportunities in the York area through science and technology exploitation. Science City York's vision is to be a 'leading centre at the	Central to the delivery of Science City York's vision will include investment in strategic areas and initiatives including:- Business and Research Collaboration, Infrastructure and Life Long Learning. Science City York will pursue a number of workstreams to deliver further growth: Cluster Development Activities - the development of new business clusters around the strengths of the University. Science Infrastructure - one of the central components of the	Ensure that the LDF policies reflect the aims and objectives of the Science City York strategy and are developed in consultation with the Economic Development Unit.	Ensure that the key targets/outcomes of the strategy are taken into account when developing the sustainability framework

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>forefront of innovation, creativity and change within a prosperous and thriving economy'. Science City York's concept is firmly embedded at the heart of the York and North Yorkshire Economic strategy. Science City York's future vision is to generate an additional 15,000 jobs by 2021 achieved through developing an integrated approach to create a culture and infrastructure that allows creative, science and technology businesses to thrive.</p>	<p>development of Science City York's infrastructure is the development of key strategic sites including - York Science Park, Vangarde (a technology park on a key greenfield site which is being developed to support key technology and science businesses), York Central, Hungate and Heslington East Campus.</p>		
<p><b>Visit York Strategic Plan 2009-2012</b></p>			
<p>Visit York has identified five key objectives that we will use to measure our success:                      To position York as a leading domestic and international visitor destination.                      To generate, support and manage investment in tourism in York and the surrounding area.                      To deliver from our activities an enhanced and sustainable return on investment for all our stakeholders                      To operate a commercially successful business and develop the company's corporate social responsibilities.                      To contribute fully to the development of the economy of York and Yorkshire.</p>	<p>By 2012 the York tourism sector will see:                      Total visitor expenditure in excess of £400m (based on &gt;5% growth pa)                      Average length of overnight stays sustained at 4 days (2008: 3.9 days).                      York Tourism supporting 12,000 jobs (2008: 10,600 jobs).                      A 3% increase in the ratio of visitors who intend to return to York in the next two years (to 86%) based on visitor survey evidence.                      £50 m investment in tourism over a three year period by public and private sectors – including investment in training, public realm and events activity as well as capital projects                      100 York tourism businesses signed up to the Green Tourism Business Scheme.</p>	<p>The LDF should take into consideration and support the aims and targets of this strategy</p>	<p>The SA should incorporate the aims and targets within the framework</p>
<p><b>Biodiversity Audit and Action Plan</b></p>			
<p>The initial 'City of York Biodiversity Audit' in 1996 was commissioned by the then English Nature and City of York Council as a first step towards implementing Government policy at the local level and was essentially a review of the City's known wildlife resource. This audit has formed the basis of conserving sites of nature conservation interest in York since it was produced.</p> <p>A new Biodiversity Audit for York has been completed (2010) and this identifies new potential Sites of Importance for Nature Conservation (SINC) and assesses these alongside existing ones to see if they have</p>		<p>The Local Plan requires up to date and comprehensive information. Need to incorporate Action Plan when written as Supplementary Planning Document.</p>	<p>Incorporate relevant biodiversity objectives and indicators into sustainability framework</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
sufficient value to be designated as a SINC. This has been accepted as part of the evidence base for the former LDF.			
<b>City of York Rights of Way Improvement Plan 2006-2011 (draft)</b>			
This report is a requirement of the Countryside and Rights of Way Act 2000 and looks to evaluate to what extent local rights of way meet the present and future needs of the public; the extent to which rights of way offer opportunities for exercise and other outdoor recreation and the accessibility of the rights of way to the blind/partially sighted and people with mobility problems.	The ROWIP's Statement of Action is split down into 6 Aims: <b>Aim 1:</b> To ensure that the council's rights of way network and wider network of access is open, well maintained and easy to use. <b>Aim 2:</b> To provide an accurate, up to date and easily available Definitive Map and Statement for the whole of the City of York Council administrative area. <b>Aim 3:</b> To provide a more connected network of access for all users. <b>Aim 4:</b> To improve the provision of information about the council's rights of way network and wider network of access and to promote the benefits that its use can bring. <b>Aim 5:</b> To work more closely with landowners, user groups and volunteers to manage and enhance the current PROW network and Wider Network of Access. <b>Aim 6:</b> To improve the network to make it easier to use for everyone especially those with mobility problems and visual impairment.	Ensure that the key actions and targets of the improvement plan are taken into account when developing the policies in the LDF	Incorporate any relevant targets and indicators into the development of the sustainability framework
<b>Ouse Flood Risk Management Strategy (Environment Agency, 2010)</b>			
The Ouse Flood Risk Management Strategy focuses on the River Ouse and the rivers and streams which join it. The strategy puts the spotlight on people, properties and land at risk from flooding along the River Ouse between Linton Lock to the North West of York and Boothferry Bridge to the SE of Selby	The primary objective of the study is to identify the preferred ways of managing flood risks in the long term, over the next 100 years. The strategy adopts targets based on both national and local objectives. These targets reflect not only flood risk management objectives but also relevant wider issues and concerns including the environment, sustainability and climate change.	Ensure that the key actions and targets of the flood risk strategy are taken into account when developing the policies in the LDF	Incorporate any relevant targets and indicators into the development of the sustainability framework

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and the River Wharfe between the A64 bridge at Tadcaster and where it joins with the Ouse at Wharfe's mouth. It looks at various methods of managing flood risk and suggests the most appropriate ways of doing this in the future.			
<b>The Swale, Ure, Nidd and Upper Ouse Catchment Abstraction Management Strategy (CAMS) (Environment Agency, March 2004 and updated 2008)</b>			
The vision for the Swale, Ure, Nidd and Upper Ouse CAMS is to ensure that a sustainable level of abstraction is achieved that meets the needs of the environment, economy and water users both now and in the future. CAMS are strategies for management of water resources at a local level. The SUNO CAMS covers an area of approximately 3,500km <sup>2</sup> and includes the towns of Harrogate, Knaresborough, Northallerton, Thirsk, Ripon, Richmond and the City of York. The strategy will apply to the significant rivers, tributaries and groundwater resources.	Targets: to characterise and quantify pressures and impacts on all surface waters and groundwater sources; reduce the likelihood of water supply shortages, whilst avoiding future environmental damage; ensure that plans are in place to adapt water supply systems to expected climate change	Ensure that the key actions and targets of the flood risk strategy are taken into account when developing the policies in the LDF	Incorporate any relevant targets and indicators into the development of the sustainability framework
<b>Swale, Ure, Nidd and Upper Ouse abstraction licensing strategy (2013)</b>			
Sets out how water resources are managed in the Stour area and when a licensing strategy is required	Sets the requirement for a licence if more than 20m <sup>3</sup> /day (4400 gallons of water)	The Local Plan should take account of the Swale, Ure, Nidd and Upper Ouse licensing strategy as water abstraction is a key requirement of many developments	
<b>York Central Transport Study Nov 2005</b>			
The Study considers the physical measures required to allow access to the development and identifies the transport implications likely to arise from the development of the area on surrounding areas and citywide. More detailed transport proposals for York Central	The study did not recommend any targets but outlined areas where further work was required and provided feasibility work on alternative options to access the area. Five options were modelled and key indicators used to assess the relative benefits of these.	Ensure the work on the study is taken into account when developing more detailed assessments and policies for the Area Action Plan.	The study included an initial assessment of the likely air quality implications arising from the development of the site. A detailed assessment of the additional air pollution

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<p>will be produced in the master planning stage and when development options are being prepared. The objective of the Study was to identify options to address the poor accessibility into the area. A number of key conclusions were provided and a report commenting on the results of the study was produced.</p>			<p>generated by the development will be needed, based on the Transport Impact Assessment.</p>
<p><b>York and North Yorkshire Strategic Housing Market Assessment (North Yorkshire Strategic Housing Partnership, 2011)</b></p>			
<p>The purpose of the SHMA, as explored in more detail in the context of Government guidance<sup>1</sup> within the main report, is two-fold:</p> <ul style="list-style-type: none"> <li>• To provide a SHMA undertaken in accordance with Government guidance and meeting PPS3 requirements; and</li> <li>• To assist in supporting the Council to fulfil their strategic housing role in planning for housing investment that meets the needs of the community.</li> </ul>	<p>This document identifies that City of York will likely have an average household increase of 850 households per annum. It also identifies that in order to address the backlog and future housing need, 790 affordable homes per annum are required.</p>	<p>The Local plan needs to take consideration for the provision of housing and addressing need</p>	<p>The SA should use this in the baseline and analysis of the Policies.</p>
<p><b>Climate Change Strategy and Action Plan for York 2010-15 (CYC, 2010)</b></p>			
<p>The Climate Change Framework is the overarching document that will enable York to accelerate actions to reduce carbon emissions across the city. It demonstrates the actions already on-going and highlights the key areas the city needs to begin to drive forward for coordinated action to tackle climate change. Key aims:</p> <ul style="list-style-type: none"> <li>• to reduce York's CO2 and other greenhouse gas emissions in line with government and local targets.</li> <li>• to coordinate CO2 and other greenhouse gas emission reduction initiatives across</li> </ul>	<p><b>Vision:</b> To reduce greenhouse gas emissions across York and better prepare and adapt York's communities and businesses for the likely impacts associated with climate change.</p> <p><b>Targets:</b></p> <ul style="list-style-type: none"> <li>• Reduce CO2 emissions (end user) by 40 per cent by 2020 (based on a 2005 baseline) and 80 per cent* by 2050 (based on a 1990 baseline).</li> <li>• Reduce the average residents' carbon footprint from 12.61 tonnes in 2006 by 80 per cent to 3.36 tonnes by 2050 (based on a 2006 baseline).</li> <li>• City of York Council and the Without Walls Partnership to have in place by 2050 effective measures that will better</li> </ul>	<p>The siam of this strategy should be at the heart of the Local Plan.</p>	<p>The aims and targets should be incorporated into the SA framework and Climate change should be a specific SA objective.</p>

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Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>York</p> <ul style="list-style-type: none"> <li>• to coordinate actions to better prepare York for future climate change.</li> <li>• to make full use of the potential for low carbon, renewable, localised sources of energy generation across York.</li> <li>• to raise awareness and understanding of climate change throughout the Without Walls Partnership, City of York Council, and within communities, businesses and organisations across York.</li> <li>• contribute to the city’s Sustainable Community Strategy and the creation of a sustainable, environmentally friendly city.</li> </ul> <p>The Climate Change Action Plan for York will deliver coordinated actions across the city to meet the Climate Change Framework’s targets and ambitions.</p> <p>The Climate Change Action Plan for York is a combination of two specific action plans. The plans are broken into mitigation – actions that will reduce emissions from across York – and adaptation – actions that will help York to better prepare and adapt to the predicted effects of a future changing climate.</p>	<p>prepare York communities, businesses, organisations and vital infrastructure from the effects of a changing climate.</p> <ul style="list-style-type: none"> <li>• To exceed the following renewable energy targets of 39MW of installed renewable electricity capacity and 15MW of installed renewable heat capacity by the year 2020 and 40MW of installed renewable electricity and 18MW of installed renewable heat capacity by the year 2031.</li> </ul> <p>The above targets for reductions in CO2 emissions by 2020 are in line with the city’s voluntary commitments to the Covenants of Mayors<sup>2</sup> and the Friends of the Earth (FoE) ‘Get Serious’ campaign<sup>3</sup>. The Covenant of Mayors (CoM) is a European initiative to curb local authorities CO2 emissions. This requires the city to reduce its CO2 emissions by at least 20% by 2020. The FoE campaign calls for council’s to do their bit to tackle climate change and create a greener future for everyone by reducing the city’s CO2 emissions by 40% by 2020. ( An additional Sustainable Energy Action Plan, with details on the York’s COM campaign is also available from May 2011</p>		
<b>Renewable Energy Strategic Viability Study (AEA, 2010)</b>			
<p>This report sets out the methodology and outputs from a renewable energy strategic viability study for York. The aim of this study is to inform City of York Council about the potential, viability and deliverability of renewable energy options within York.</p>	<p>The study identifies a number of technologies that have the potential to be implemented within the city. The report does not set specific targets but recommendations for implementation</p>	<p>The Local Plan should incorporate provision for resource efficiency and renewable energy provision</p>	<p>The SA should understand and use the potential identified for form the basis for analysis of policies and sites.</p>
<b>Green Streets: The Neighbourhood Carbon Footprint of York (October 2009)</b>			

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<p>The aim of the study is to determine the carbon footprint of York residents and show how this varies throughout the city. It builds upon a 2002 study to assess the ecological footprint of York. The study identifies those York neighbourhoods that have the greatest potential to reduce their carbon footprint. Based on carbon footprint data for each neighbourhood, attitudes of residents to green issues and the availability of local infrastructure it allows a more targeted approach to be taken to reduce residential carbon emissions in York.</p>	<p>Key recommendations</p> <p>Targeted campaigns should be conducted to those neighbourhoods which have the highest potential for behavioral change. Targeted campaigns would provide an effective way to achieve a reduction in household CO2 emission in York and contribute to meeting the objectives outlined in the draft York Climate Change Framework. The York Green Street Challenge will test this approach and will work with about one hundred households in selected neighbourhoods which have been identified as having the highest potential to reduce their carbon footprint.</p> <p>In order to test the effectiveness of this approach the York Green Street Challenge project has been developed to target up to one hundred households in selected neighbourhoods identified as having the highest potential to reduce their carbon footprint. The Green Streets Challenge will be conducted in 2010. A group of mentors will provide information and support to teams of households who have pledged to cut their carbon emissions by 10 per cent in 2010. The project will provide the opportunity for residents to save money, have fun and become part of a larger national movement that is making a difference to prevent climate change. The results of the pilot project will feed into the Climate Change Framework and action plan to reduce greenhouse gas emissions across the city.</p>	<p>The LDF should support the aim to reduce carbon footprints in York</p>	<p>The SA should incorporate the aims and objectives and targets from this report in the SA Framework. It should be used to support the headline objective.</p>
<p><b>York Climate Change Impacts Profile (May 2010)</b></p>			

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<p>The overall aim of the CYCIP is to enable the Council and the Without Walls Partnership to understand how the City of York need to adapt to a changing climate. It should be recognised that the CYCIP process itself is as important as the outputs. The programmes purpose is to increase understanding of our current vulnerability to weather, to understand how this is altering with a changing climate both now and in the future and to assess how we can take effective action now to protect our communities.</p>	<p>National indicator 188 is included. The aim of NI188 is to:                      “embed the management of climate risks and opportunities across the local authority and partners services, plans and estates and to take appropriate adaptive actions where required.”</p> <p>The Without Walls partnership has set the LAA Local Improvement Target for NI188 at:                      2008-09: Level 1                      2009-10: Level 1                      2010-11: Level 2</p>	<p>The LDF should embed climate change adaptation and mitigation when developing planning policy</p>	<p>The SA should use the findings and targets for the SA framework and analysis.</p>
<p><b>Strategic Flood Risk Assessment (CYC, 2011)</b></p>			
<p>The City of York Council's Strategic Flood Risk Assessment assesses the different levels of flood risk in the York area and provides maps of this information. The study also recognises the increasing threat of global warming and explains how climate change could increase flood risk in York due to more intense rainfall, which would increase peak rivers flows.</p> <p>The study provides concise information on flood risk issues to aid planners in the preparation of the Development Plan and in the assessment of future planning applications.</p>	<p>The main target is to minimise flood risk for people and property in York through ensuring development is built in low risk areas and subject to sequential and exception tests where necessary.</p>	<p>The Local Plan needs to ensure policies minimise flood risk to people and property</p>	<p>The SA should incorporate Flood risk into its objectives as a major sustainability consideration for the city.</p>
<p><b>York's Adult Learning &amp; Skills Strategy (2007 – 2010)</b></p>			

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>Aims to:</p> <ul style="list-style-type: none"> <li>• Respond to the needs of individuals, families, communities and employers</li> <li>• Take account of national, regional and local strategies and respond to future economic needs and forecasts</li> <li>• Maximize the contribution of learning to social cohesion, local regeneration and economic growth</li> </ul>	<p>York City Vision and Community Strategy (2004-2024), entitled 'Without Walls', has a learning vision for the City of York: <i>'To ensure all those who live and work in York have the education and skill that will enable them to play an active part in society and contribute to the life of the city. To ensure that the city is seen as an internationally recognised centre for education with a commitment to lifelong learning and creativity which is second to none.'</i></p>	<p>The Local Plan should aim to support all education and skill development</p>	<p>The SA should assess the plan for supporting education and skills development.</p>
<b>Heritage Topics Paper (CYC, 2011)</b>			
<p>This paper sets out to consider existing evidence relating to the City of York's historic environment and how the evidence is translated into our understanding of the city's special qualities and its complex 2000 year history. This evidence and understanding is then used to explain the six principle characteristics of the historic environment that help define the special qualities of York.</p>	<p>This paper does not have any targets but sets out a number of factors, theme and characteristics to be taken into account throughout the plan's preparation.</p> <p>The characteristics in this report also form the basis for a 'Heritage Impact Assessment' for the development plan and its policies.</p>	<p>The Local plan should use this document to understand the importance of York's historic assets and character. This should be factored into policy development.</p>	<p>The SA will use the topic paper and its impact assessment directly to assess a policy's impact on the historic environment.</p>
<b>Greenbelt Appraisal 2003 and Technical paper 2011</b>			
<p>The Appraisal examines the policy context surrounding the Green Belt. It then draws on this analysis to define the purpose of York's Green Belt, before going on to indicate in map form where its most valuable components lie. The Appraisal identifies:</p> <ul style="list-style-type: none"> <li>• Strays;</li> <li>• Green Wedges;</li> <li>• Extensions to the Green Wedges;</li> <li>• River Corridors;</li> <li>• Areas retaining the rural setting of the City;</li> <li>• Village Settings;</li> <li>• Areas preventing coalescence.</li> </ul>		<p>Planning for sites and the spatial development of York should consider this evidence</p>	<p>The SA should use this as baseline and constraints to analyse the policies and allocation of sites.</p>
<b>York's Landscape Appraisal (1996)</b>			
<p>In order to understand more about York, an assessment of York's landscape character was undertaken to</p>		<p>Planning for sites and the</p>	<p>The SA should use this as</p>

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>establish landscape character types together with strategies for their management.</p> <p>The York Landscape Appraisal was prepared by the Environmental Consultancy, University of Sheffield. The document addressed the following key objectives, which were set out by the City of York Council:</p> <ul style="list-style-type: none"> <li>• To broadly survey, analyse and describe the landscape character of the areas outside the built up areas of the City, identifying individual landscape characteristics which contribute to the setting of each settlement;</li> <li>• To look at the landscape quality in the context of the development needs of the City and the formation of a landscape framework;</li> <li>• To provide a means of assessing the relative merits of potential development sites in relation to each other.</li> </ul>		spatial development of York should consider this evidence	baseline and constraints to analyse the policies and allocation of sites.
<b>Houses in Multiple Occupation Technical Paper and HMO Supplementary Planning Guidance (2012)</b>			
This technical paper sets out the background information to the Article 4 Direction and HMO SPD for the city.	This paper sets out a need for balanced communities and involves planning applications being subject to calculations to determine the concentration of HMOs in an area. The SPD advocates that a high concentration would be over 20% and further change of use in these areas would be resisted.	The Local Plan has to plan for II types and mix of households. It should also aim for balanced and inclusive communities.	The SA should be aware for the need of different household types and need throughout the policy analysis.
<b>North Yorkshire Accommodation Requirements of Showmen (North Yorkshire Strategic Housing Partnership, 2009)</b>			
To establish the accommodation needs of Showpeople in North Yorkshire a study was commissioned and the results published in December 2009.	The research findings revealed that across North Yorkshire there is a shortfall of 54 pitches for showpeople. Because of travelling patterns this shortfall is greatest in York, Hambleton and Selby. York has been identified as having a shortfall of 13 permanent pitches.	The Local Plan has to plan for II types and mix of households. It should also aim for balanced and inclusive communities.	The SA should be aware for the need of different household types and need throughout the policy analysis.
<b>North Yorkshire Gypsy and Traveller Accommodation Assessment (North Yorkshire Strategic Housing Partnership, 2008)</b>			
To understand the accommodation needs of our communities the North Yorkshire Gypsy & Traveller Accommodation Assessment (GTAA) was commissioned and the results published in August 2008. The purpose of this research was to assist Local Authorities within North Yorkshire to develop a Gypsy and Traveller Accommodation Strategy.	The research estimated that there are about 888 Gypsy Traveller households living across the sub region. Our Gypsy and Traveller communities live both in bricks and mortar and on sites, 11 of which are owned by local authorities and 4 of which are in private ownership	The Local Plan has to plan for II types and mix of households. It should also aim for balanced and inclusive communities.	The SA should be aware for the need of different household types and need throughout the policy analysis.
<b>Openspace, Sport and Recreation Study (2008)</b>			

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>The Open Space, Sport and Recreation Study outlines the proposed local standards for open space.</p> <p>It assesses open spaces of public value which offer important opportunities for sport and recreation. The Study includes the background to the process, methodology for undertaking the study, strategic context, and then addresses the quantity, quality and accessibility for each type of open space, as part of the PPG17 Assessment. Finally, the study considers the strategy, key priorities and implementation of the outcomes</p>		<p>The Local Plan should ensure that provision and access to openspace is considered as part of the development plan</p>	
<b>NEIGHBOURING DISTRICT COUNCIL DOCUMENTS</b>			
<b>Selby District Council Core Strategy Local Plan (2013)</b>			
<p>The Selby Core Strategy Local Plan aims to provide a spatial strategy for future development within Selby for the plan period up to 2027.</p> <p>The Core Strategy sets the following aims to try and ensure the Council's vision of creating a distinctive rural District will be delivered in a sustainable manner.</p> <ul style="list-style-type: none"> <li>• Establish a spatial context for meeting the housing, economic, recreational. Infrastructure and social needs of Selby District</li> <li>• Ensure that new development is sustainable and that it contributes to mitigating and adapting to the future</li> </ul>	<p>The strategy has a focus on economic and housing growth with a target of delivering 450 dwellings per annum</p>	<p>There is the potential for interaction between this strategy and York Local Plan leading to cumulative effects</p>	

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>impacts of climate change</p> <ul style="list-style-type: none"> <li>• Ensure that new development and other actions protects and enhances the built and natural environment, reinforces the distinct identity of towns and villages, and supports community health and wellbeing. Including new communities.</li> </ul>			
<b>Harrogate District Core Strategy (2009) (currently being reviewed)</b>			
<p>The Harrogate Core Strategy sets out the direction and strategy for development and conservation in the District up to the year 2021.</p> <p>The Core Strategy has identified objectives under six key themes which include settlement growth, homes for local people, jobs and business, travel, environment and communities.</p>	<p>The strategy has a focus on housing growth with a target of 390 dwellings per annum.</p>		
<b>Harrogate District Sustainable Community Strategy (2008)</b>			
<p>The Sustainable Community Strategy for Harrogate has the following aims:</p> <ul style="list-style-type: none"> <li>• Provide a common vision</li> <li>• Create a sense of purpose</li> <li>• Enjoy widespread support from the community</li> <li>• Allow the diversity of peoples backgrounds to be appreciated and valued</li> <li>• Offer opportunities for all</li> <li>• Ensure flexibility and an ability to respond and adapt to circumstances and</li> </ul>	<p>The Community Strategy presents indicators in six thematic blocks which include the community and cohesion, stronger communities, safer communities, children and young people, adults and healthier communities and economy and enterprise.</p>		<p>The SA should be aware of the key indicators and targets of the strategy.</p>

## Annex 2: Plans, Programmes and Policy Review

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
<p>issues as they arise</p> <ul style="list-style-type: none"> <li>Establish a platform on which strong and positive relationships between agencies and the community they serve can be built.</li> </ul> <p>The Strategy is built upon four principles, sustainability, inclusion, partnership and equality.</p>			
<b>Ryedale District Council Local Plan Strategy (2013)</b>			
<p>Ryedale Local Plan Strategy aims to create opportunities to retain and create jobs, skills and prosperity, to work towards rebalancing the age structure of the District, protect and enhance the safety and well-being of local communities and to protect and enhance the environment.</p>	<p>The strategy has a focus on economic and housing growth and aims to deliver at least 3000 new homes over the plan period to 2027.</p>	<p>There is the potential for interaction between this strategy and York Local Plan leading to cumulative effects</p>	
<b>East Riding Emerging Local Plan (Proposed Submission Version January 2014)</b>			
<p>East Riding Local Plan Strategy sets the overall strategic direction for the Local Plan, providing strategic policies to guide decisions on planning applications for the plan period up to 2029.</p> <p>The Strategy sets out 21 objectives which are categorised by the following themes, spatial strategy, a healthy and balanced housing market, a prosperous economy, a high quality environment and a strong and healthy community.</p> <p>The Site Allocations Documents allocates sites for specific uses including housing,</p>	<p>The strategy has a focus on economic growth with the allocation of 235 ha of employment land and on housing growth making provision for at least 23,800 dwellings between 2012 and 2029</p>	<p>There is the potential for interaction between this strategy and York Local Plan leading to cumulative effects</p>	

**Annex 2: Plans, Programmes and Policy Review**

Key Objectives relevant to plan and SA	Key Targets and Indicators relevant to the plan and SA	Implications for the Plan	Implications for SA
employment, retail, open space and transport.			
<b>Hambleton District Council Core Strategy (2007) (currently being reviewed)</b>			
<p>Hambleton Council's Core Strategy) sets out the long term spatial vision for Hambleton to become sustainable, prosperous, safe, healthy and vibrant.</p> <p>The Core Strategy identifies 12 objectives, which include to ensure development is sustainable, to reduce the need to travel, to support thriving and sustainable communities and to accommodate future population and employment growth.</p> <p>Hambleton Development Policies DPD was adopted in 2008 and the emerging Site Allocations Document in 2010.</p> <p>Hambleton Council are currently working on an Local Plan Focussed Review</p>	<p>The strategy has a focus on economic and housing growth</p>	<p>There is the potential for interaction between this strategy and York Local Plan leading to cumulative effects</p>	

D1



## Appendix D Baseline Analysis

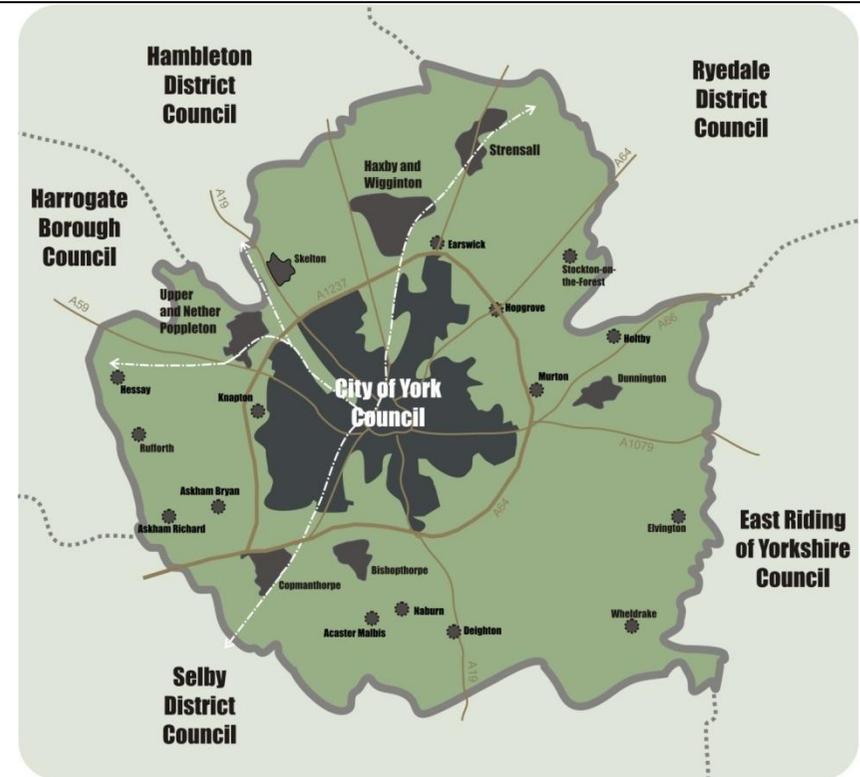
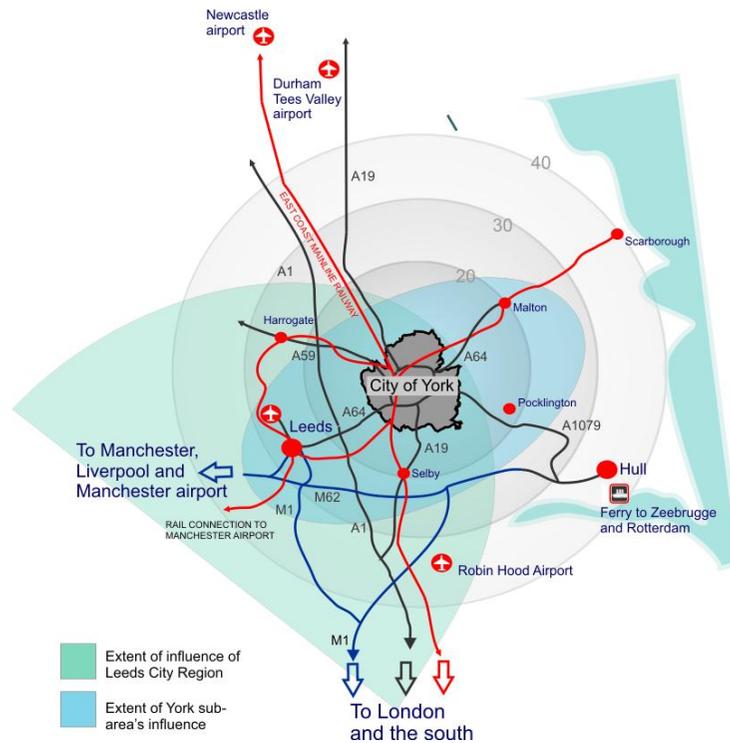
<b>Appendix 3: Baseline and Characterisation of the City of York</b>
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## PLACE

The York Unitary Authority (UA) covers a total of 272 square kilometres. York is renowned for its historic centre but is also characterised by its compact centre and many small rural and semi-rural settlements.

The compactness of the main urban area is a key feature of the city and the close relationship of the city to its surrounding villages is a key element of York's character. This relationship is not just about the distance between the settlements but also their size. Other key environmental features include the river, nature conservations areas and the types of openspace available within the urban area. These topics will be explored in more detail further in subsequent sections.



York is a nationally and internationally prominent city in the North of England. An important feature of the York area is its close proximity to the economic generator of Leeds and connectivity to other major UK cities both in the North and South. There are wider strategic links at the city region and sub regional levels and the City of York Council is a constituent member of the Leeds City Region and Local Government North Yorkshire and York. In accordance with the Localism Act 2011 the Council must continue to co-operate with our neighbouring authorities to maximise the effectiveness with which the Local Plan is prepared.

## POPULATION AND HOUSEHOLDS

### Population:

The 2011 Census states York's population is 198,051. This is an increase of 9.4% since the 2001 Census when York's population was 181,094. The Census reveals that York's male population for 2011 was 96,254, 10.5% more than in 2001. York's female population was 101,797 which was 8.3% more than in 2001.

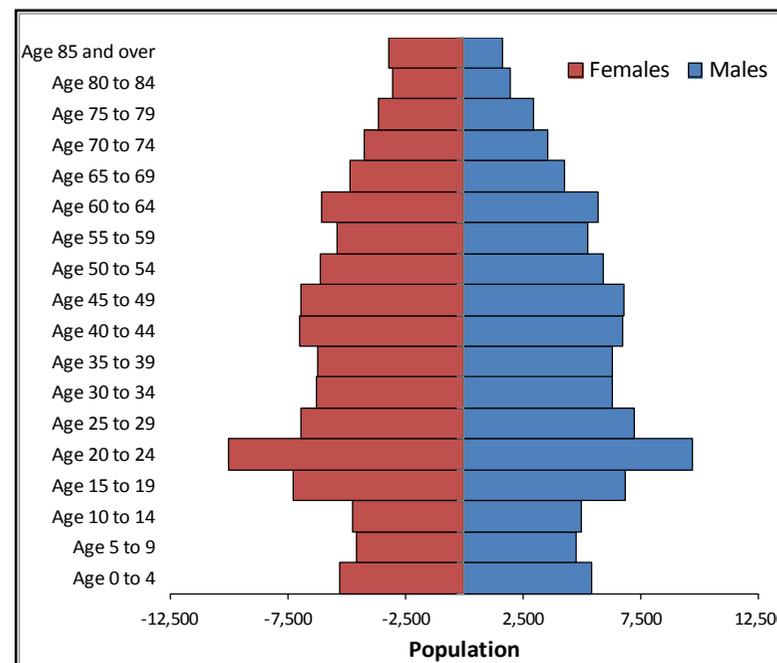
Between 2001 and 2011 the population of the district can also be seen to have aged; with a greater proportion of people aged 65 and over. The number of people aged 65 and over has increased by more than other age categories in the city and reflects national trends in line with increasing life expectancy. There have also been significant increases in the proportion of 15-19 year olds (17.8% increase) and 20-24 year olds (39.1% increase) since 2001. This is likely to reflect that there are two successful universities located in the city. Since 2001 the proportion of working age population (16-64 year olds) has increased by 11.9%.

The most recent population projections<sup>1</sup> state that York's population in 2012 was 200,018. In 2014 the projections show York's population to be 203,000. York's population is anticipated to grow by 11.2% (22,000 people) by 2030 and 14.5% (29,000 people) between 2012 and 2037. The population cohorts expected to increase the most between 2012 and 2030 are for people aged over 65 (40%), particularly for the age groups 80-84 (68% increase), 85-89 (53% increase) and 90 plus (106% increase).

The percentage growth in population in York is shown to be double that of North Yorkshire over the same time period (see overleaf).

	2014 - York % <sup>1</sup>	2030 – York % <sup>1</sup>	2014 - Yorkshire and Humber % <sup>1</sup>	2030 - Yorkshire and Humber % <sup>1</sup>
Age 0 to 14	15	15	18	17
Age 15 to 29	24	23	20	19
Age 30 to 44	20	19	19	19
Age 45 to 65	24	22	26	23
Age 65+	17	22	17	22

Population pyramid using Census 2011



Percentage Population by age group

<sup>1</sup> 2012-based Subnational Population Projections, ONS (2014). These projections published on 29 May 2014 are based on the indicative 2012 mid-year population estimates published on 17 November 2011.

## Population projections for York and neighbouring authorities

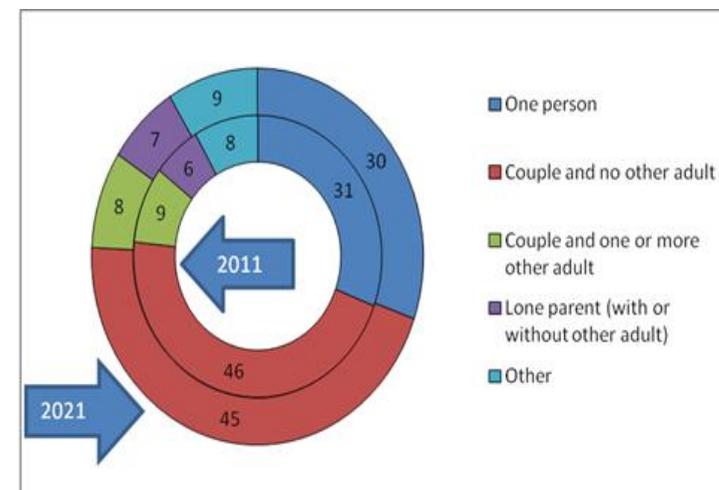
	2012	2014	2020	2025	2030	2037	% increase 2012 -2037	% increase 2014 - 2030
City of York Council	200,000	202,900	210,400	216,300	222,400	229,000	14.5%	9.6%
Selby District Council	84,100	85,500	90,000	93,500	96,200	99,200	18%	12.5%
Ryedale District Council	52,100	52,200	53,000	53,900	54,500	55,100	5.8%	4.4%
Harrogate District Council	158,600	159,400	162,200	164,700	166,700	169,100	6.6%	4.6%
Hambleton District Council	89,700	90,000	91,100	92,100	92,800	93,200	3.9%	3.1%
East Riding of Yorkshire	335,900	338,700	348,200	356,000	363,300	368,000	9.6%	7.3%
North Yorkshire	602,600	605,200	616,000	625,800	633,800	642,100	6.6%	4.7%
Yorkshire and Humber	5,316,700	5,368,800	5,530,200	5,656,700	5,774,100	5,912,100	11.2%	7.6%

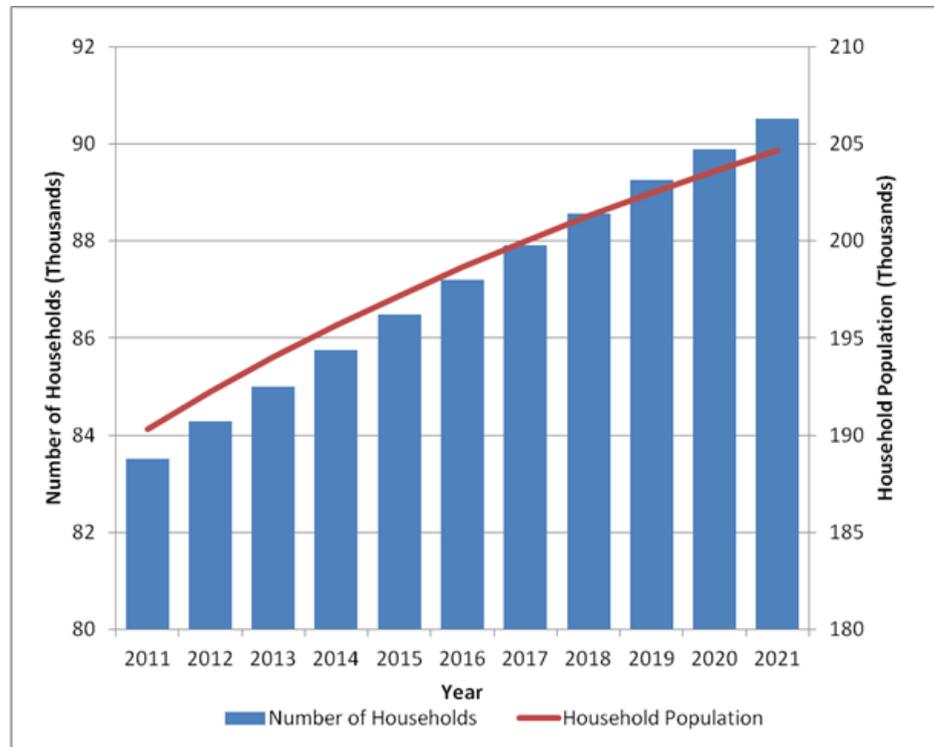
The 2011 Census stated that the predominant ethnic group in York is white British. The highest non white group is Chinese which accounts for 1.2% of the population.

**Households:**

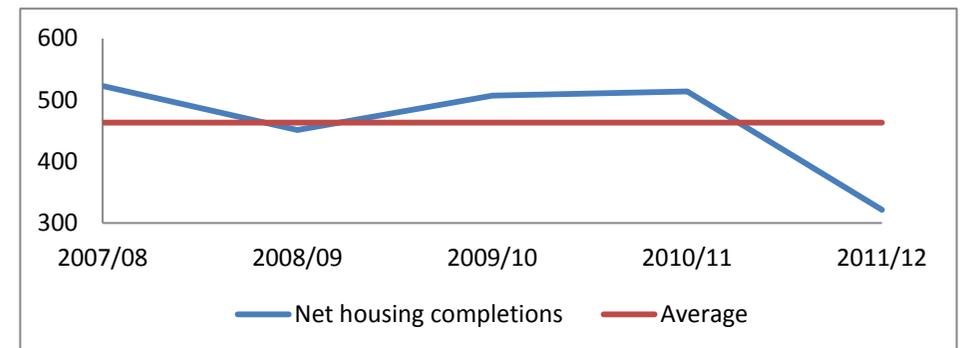
The results of the 2011 Census state that York has 83,552 households. This is an increase of 8.6% between 2001-2011. The average household size remains the same as in 2001 at 2.3.

At the time of the 2011 Census 30.2% of the households in York consisted of a single person, compared to a national average of 30.22%. Of these single person households 42.8% are households of ages 65+. York has a high number of cohabiting couples and a high proportion of couples with no children at 6.9%, which is the highest figure in the region. 24% of all households in York contain at least one child which is lower than the national average of 27%. York also has a low level of lone parent families with dependant children at 5.9%, compared to 7.1% regionally.





The latest Households Projections<sup>2</sup> predict that York will have an increase of 37% between 2008 to 2033. The data shows that there is a significant trend for cohabiting couples in the future. Cohabiting couples are set to increase by 125% between 2004 and 2031 compared to a 9% increase in married couples. There is also a growing trend for multiple person households, which is also set to increase by 65% and set to be the largest household type from 2026. This will take into account changing lifestyle trends, such as homes of multiple occupation inhabited by young professionals as well as communal establishments. There is also a large rise in single person households, reflected by the decrease in household size, 50% of which are anticipated to be pensioners.

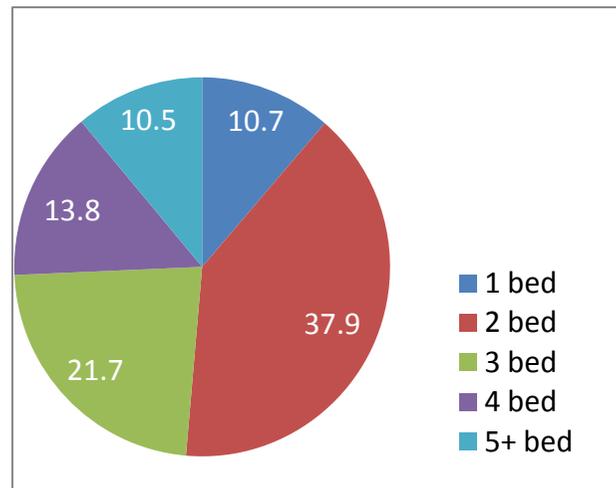


### **Housing Development**

The Council's Annual Monitoring Report shows that there have been 6007 (net) dwellings built between 2004-2013. In 2011/12 there were 354 gross housing completions and 321 net completions which is the lowest completion figure over the nine years. It is recognised that the economic downturn has influenced this reduced figure due to its impact on house builders.

<sup>2</sup> Interim 2012-based Subnational Population Projections, Department for Communities and Local Government (2010)

### Percentage of development by no. of bedrooms (2011/12)



An analysis of housing mix achieved in York for the years 2003 to 2012 (based on all housing completions) shows that overall 59.7% of all completions have been flats/apartments and 21.5% town houses/terraced houses. Only 6.5% of completions have been semi detached houses and 8.7% detached homes. The size of houses which are being built also follow a distinct trend with the majority of properties built over the last monitoring year (2011/12) being 2 bed dwellings. Past trend data for the last 10 years reveals that almost half of the dwellings developed have been 2 bed with the fewest being of 5 bed plus. The 2007 Strategic Housing Market Assessment (SHMA) looks to redress the balance to family homes with more bedrooms and the number of 3 bed homes in recent years has increased.

During 2011/12, 151 affordable homes were built in York. 142 of the properties were approved through the planning process and the rest have been acquired by Registered Social Landlords and Housing Associations. The latest SHMA (2011) outlined a need of 790 affordable dwellings per annum over the next five years in order to clear the existing waiting list backlog and meet future arising household need. The report also concluded that the highest levels of demand/need was for medium and larger property sizes ranging from 2-4+bedrooms. It is considered that the

shortage of these property sizes is having a disproportionate effect on the City of York's capability to address its backlog of housing need and to meet the needs of new households in the future.

### Housing Requirements

Arup were commissioned to consider the requirements for objectively assessed housing requirements in light of upon up-to-date population and household evidence. This concluded that the recently released 2012 base population projections show more projected growth than the 2010 based projections but less than the 2008 and interim 2011 figures. The household projections show a lower rate of household growth to 2021 which is corroborated by the labour force survey and links this to the economic downturn. As a result, they recommend that the baseline housing requirement should be 850 dwellings per annum.

### Key messages from the Baseline

- York's population and household numbers is projected to increase;
- York has a high need for housing which it needs to address
- Housing delivery has decreased;
- There is a need to plan for a mix and type of accommodation to suit all household types.

## Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National	Data Source	Indicator Source
Total resident population	City of York	2011 Census	198,051	202,400 (2010 - MYE) 198,800 (2009 - MYE) 195,400 (2006 - MYE) 181,300 (2001- Census)		53,012,456 (England)	Office for National Statistics (ONS)	Local Quality of Life Indicators, CLG
Projected population change: 2010 to 2035	City of York	-2012-2037	200,,000 - 229,000				2012 Sub-national population projections (ONS)	
Total Number of Households	City of York	2011 Census	83,552	77,000 (2001- Census)		22,063,368 (England)	Office for National Statistics (ONS)	Local Quality of Life Indicators, CLG
Projected % change in households between 2008 to 2031	City of York	2008-2031	29000 (34.5%)				2008 based Household Projections (ONS, 2010)	Local Quality of Life Indicators, CLG
Life expectancy at birth (male and female)	York	2008-2010	Males – 79.9 Females - 83	Males - 78.6 Females - 83.4 (2005-2007) Males - 79.4 Females -83.2 (2006-2008)		Males – 78.2 .Females – 82.3 (2008-2010) Males -77.4 Females - 81.6 (2006-2008)	Office for National Statistics (ONS) Vital Statistics	Sustainable Communities, Egan Review; Local Quality of Life Indicators, CLG;
The total number of new housing completions (net)	York	2011/12	321	451 (2008/09) 507 (2009/10) 514 (2010/11)			City of York Council, National Performance Indicator 154	Local Quality of Life Indicator, CLG
Affordable dwellings completed (through all sources)	York	2011/12	151	151 (2008/09) 130 (2009/10) 252 (2010/11)			City of York Council, National Performance Indicator (NPI 155)	The total number of new housing completions (net)
Affordable dwellings completed (through planning process)	York	2011/12	142					
Mix of dwellings	York			(2003-2012) 59.7% -Flats; 21.5% town houses/terraced; 6.5% semi detached; 8.7% detached houses			Local Indicator	

## ECONOMY AND EMPLOYMENT

### Economy

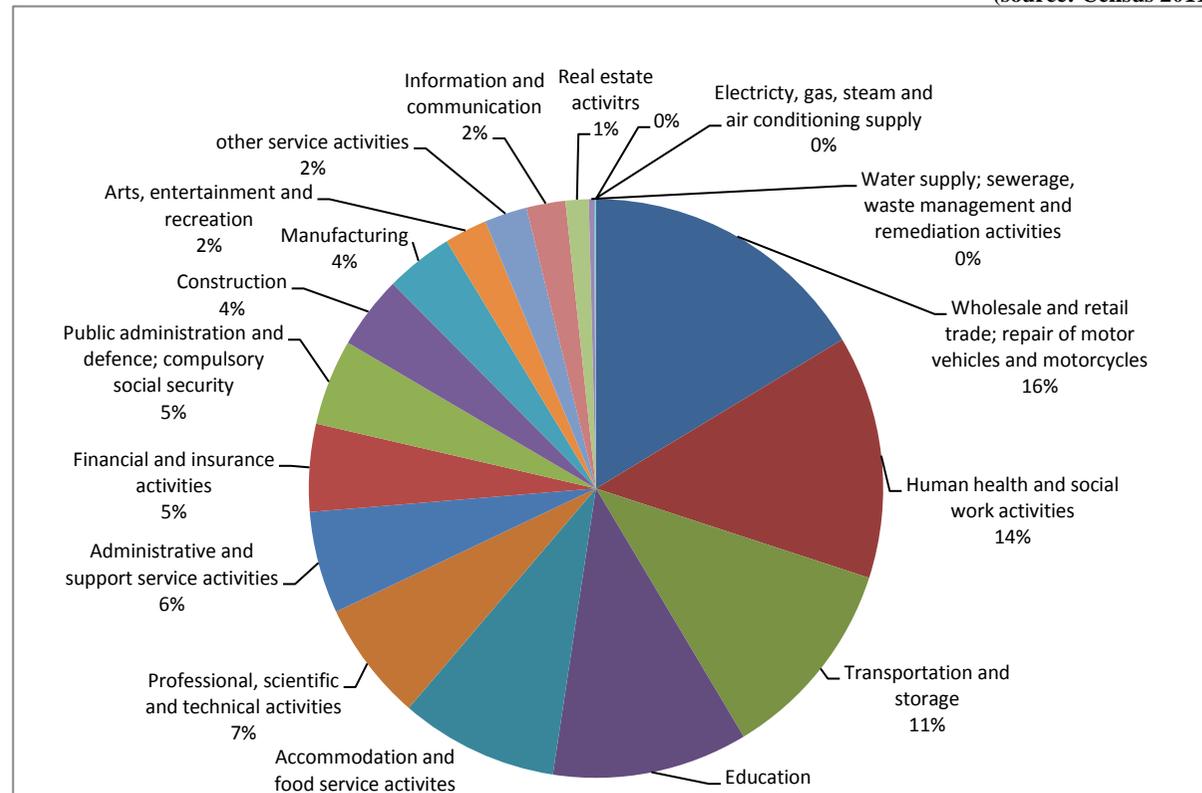
The recent global recession and associated credit crisis, the international economy has become increasingly competitive for all. Economic growth has slowed and there is less money available. The result of this is an uncertain and volatile economic climate with increasing competition between cities around the UK and globally for investment, talent and jobs.

York has seen a number of structural changes to the economy over the past 20 years which has meant it has had to diversify from a predominantly manufacturing base and re-invent itself. The city is now a hub for competitive industry and research expertise in biosciences, healthcare and medical research, biorenewables, environmental research, IT and digital and creative technologies. Recently York was recognised as being one of the most resilient economies in the North and one of the fastest growing in the country (Eskogen, 2011<sup>3</sup>). Over a number of years York has successfully re-invented itself from a railway and

confectionary manufacturing city into an international destination and hub for science and technology and a national centre for financial and business services. Today, the city is home to internationally competitive industry and research expertise in the biosciences, healthcare and medical research, biorenewables, environmental research, IT and digital and creative technologies. The city now contributes £4bn of value to the national economy.

### Total employment by sector 2011

(source: Census 2011)



<sup>3</sup> Economic and Retail Growth Analysis and Visioning Work Economic Baseline Report (June 2013). [http://www.york.gov.uk/downloads/200396/planning\\_policy](http://www.york.gov.uk/downloads/200396/planning_policy)

As a modern commercial city internationally renowned for its unique heritage, a The City Region Agenda highlights York as a gateway to the region. York attracts 7 million visitors per year, over a quarter of whom then go on to visit other areas in the region. There is therefore a need to invest in the city's heritage and tourist industries, its cultural sector, its green space, its transport infrastructure and the city centre economy and a need to make opportunities and increased income levels accessible to local people as well as visitors to the city.

York is recognised to be the third fastest growing city in England with great ambition to grow further. Eskogen (2011) have voted York as being one of the most resilient economies in the North of England. It has been recently voted Britain's most beautiful city (Bing, 2011) and one of the top 200 places to live (Lonely Planet, 2011).

The aim York Economic Strategy (YES)(2012) is one which unlocks the full potential of the city. The economic vision is *"to become an international and enterprising city, and in time, the most competitive city of its size, not only in the UK but globally, leading to increased sustainable and inclusive growth in the overall economy and jobs. On the way to achieving this vision, by 2015, the city will aim to become a top 5 UK city economy that sustainably delivers both Gross Value Added (GVA) and jobs growth, and a top 10 European city, as measured against comparator cities"*.

Further to this, the City of York will be working in partnership with neighbouring authorities in the Leeds City Region Local Economic Partnership (LEP) and/or York, North Yorkshire and East Riding LEP. The council also support 'Science City York' for building up knowledge based industries.

The 2013 statistics show that the number of businesses in York is the highest on record. In addition to this, the number of people who are self-employed is correspondingly high at 7.8% of the working age population. This figure peaked in 2012 at 9.9% of the working age population, which was above the regional and national figure. York's figures for 2013 were lower than the regional and national figure of the same date. The increases in private business mean that the city's relative dependence on public sector employment is decreasing.

Work commissioned from Deloitte regarding the economic visioning of the city has identified that the biggest growth areas in the future are likely to be professional services, food and catering services and retail and wholesale services. Economic forecasting by Oxford Econometrics has also identified that York supports nearly 113,000 jobs and is forecast to gain 13,500 until 2030.

### **Employment**

Statistics from the Annual Population Survey show that the number of people economically active in York remains consistently around 77% or above, which is equal to that of the Yorkshire and Humber region. In addition, York has a higher than average number of people in employment (73.3%) which is above both the regional and national figure. The total number of people in employment peaked in 2012.

The Annual Survey of Hours and Earnings (ASHE) shows that the mean annual income in York in 2013 is 32,593, which is above the equivalent regional figure but below the national average.

The 2011 Census states that 66.9% of the population in York are of working age (16-64). This is split fairly evenly between males and females.

In 2014<sup>4</sup>, 80.8% of the working age population is economically active with 75.9% of the total population in employment and 6.3% unemployed. The number of economically active people and those whom are in employment is higher than the national figures, which shows York positively against the national employment picture.

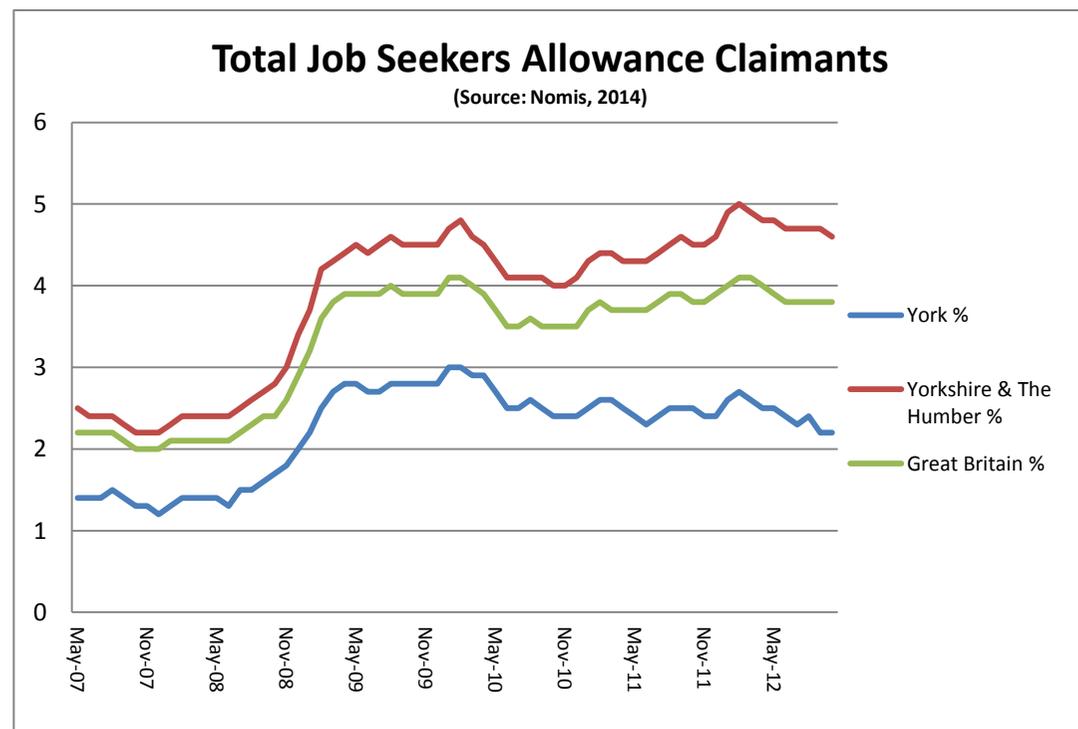
Job density in York has remains similar to previous years at 0.88 (2012<sup>4</sup>). A low in job density was recorded in 2010 at 0.83, in alignment with the economic downturn.

The total number of claimants of Job Seeker Allowance (JSA) reached a peak in 2010 compared to the last 10 years. The majority of people claiming the allowance claimed for up to 6 months. The number of claimants claiming JSA between 6 months to one year has remained fairly consistent across the years but since 2008 has increased in line with the economic downturn.

York is acknowledged to have a consistently low JSA claimant rate however. In 2012, York had the third lowest youth JSA rate after Oxford and Cambridge in September 2012 (Centre for Cities). York has a high number of skilled workers with just over 45% of the working age population possessing NVQ Level 4 or above. This has contributed to York's resilience through the economic downturn, which

**Figure 6: Full-time earnings in pounds (£) (ASHE 2013)**

	York	Yorkshire and Humber	England and Wales
<b>25% earn less than</b>	18,715	18,075	19,218
<b>40% earn less than</b>	23,149	21,799	23,775
<b>60% earn less than</b>	30,378	28,341	31,000
<b>70% earn less than</b>	33,758	32,150	35,648
<b>Mean income</b>	32,593	29,218	33,660
<b>Median income</b>	27,503	24,982	27,193



<sup>4</sup> York's Labour Market Profile (Nomis, June 2014) [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

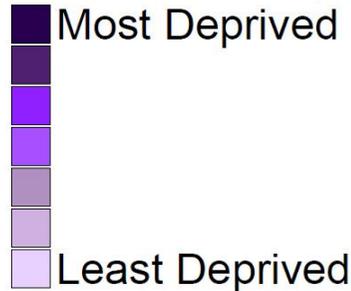
was acknowledged through comparative work by the Centre for Cities (2012). This report also suggests that the cities hit the hardest by the recession are those which are still recovering from industrial decline. Although York has had a declining manufacturing and industrial base over the last 20 years, the move into the knowledge sector in-combination with the high skills base has contributed to York performing better than other cities around the country.

The relationship between Leeds and York has also been recognised as complementary and York is identified as being economically independent to Leeds with fewer commuting trips between York and Leeds and vice versa.

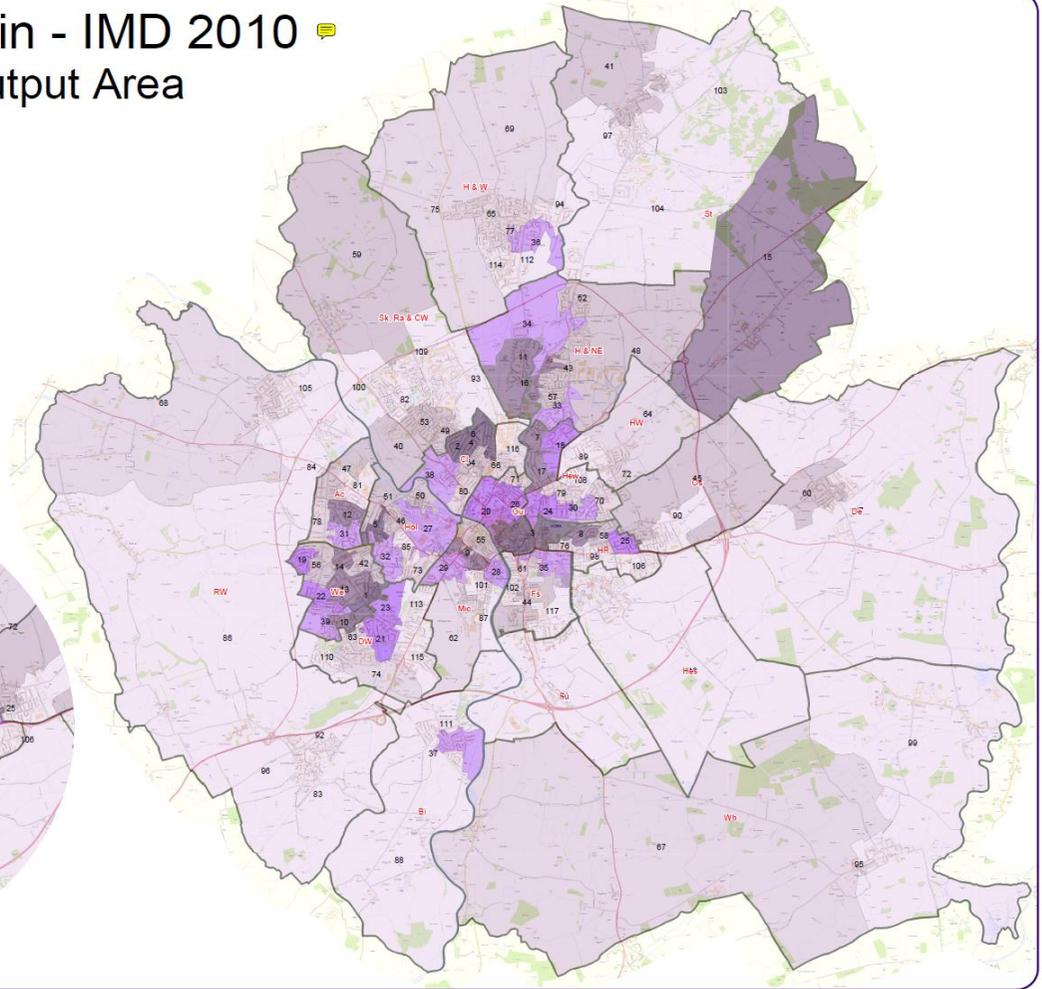
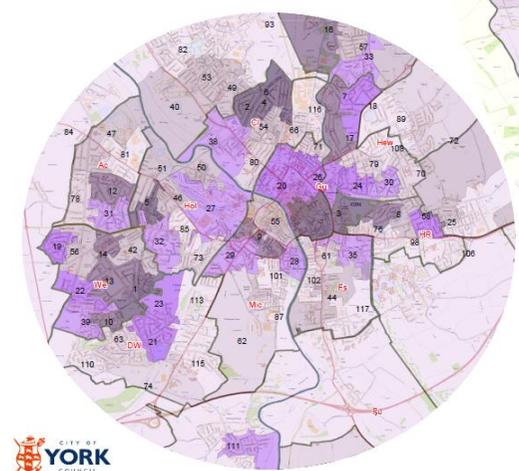
**Access to Employment**

The IMD 2010 shows that York has seen improvement in the number of SOAs within top 20% most deprived areas of the country since 2004 with now 6 instead of 10 SOAs and none within the top 10% within country<sup>5</sup>.

**Employment Domain - IMD 2010**



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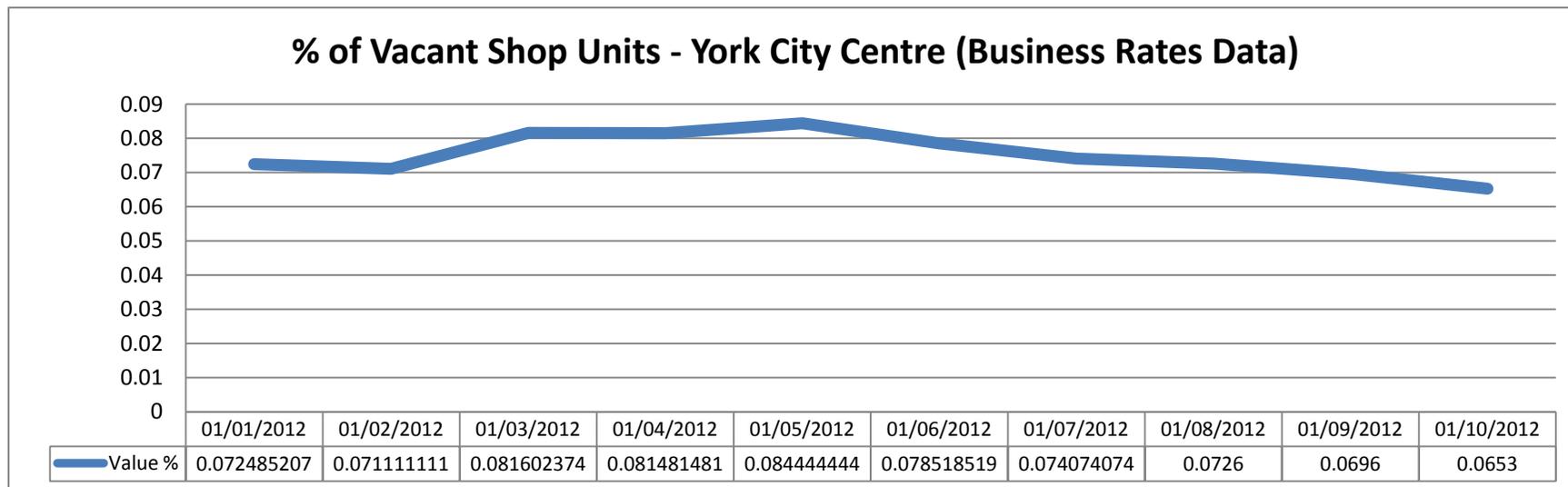


<sup>5</sup> Indices of Multiple Deprivation, DCLG, March 2011

## Retail

The British retail consortium/KPMG sales monitor reveals the worst sales growth for 11 months. Retail sales values across both food and non-food were down by 0.1% on a like-for-like basis from October 2011.

Footfall through the summer and into October has seen a decrease from the same period last year. The wettest summer on record and a combination of the web, higher shop price inflation and the Government's Comprehensive Spending Review resulted in weak footfall across the country. York is however performing better than other cities of comparable nature. Coney Street in York City Centre is proving particularly resilient.



### Key Messages from the Baseline:

- Key challenge is to achieve this economic success in a sustainable manner that protects the environment whilst allowing social and economic progress that recognises the needs of all people.
- Unemployment rate is decreasing in line with a reduction in JSA claimants;
- York a highly skilled labour force, which has had a positive influence on the city's economic stability and employment rates;
- The relative dependence on public sector employment is decreasing with the increase in private sector business and employment;

- The number of city centre vacant shops is decreasing<sup>6</sup>;
- Footfall has been negatively effected by external factors effecting spend in the city;

### Indicators

<i>Indicator</i>	<i>Area</i>	<i>Period</i>	<i>Value</i>	<i>Previous Value</i>	<i>Trend</i>	<i>National</i>	<i>Data Source</i>	<i>Indicator Source</i>
Mean annual pay (full-time employees)	York	2012	29,904	2011 - £30,909		£32,022	Annual Survey of hours and earnings - resident analysis	Annual Survey of hours and earnings - resident analysis
Average earnings of residents - Gross Weekly	York	2011	£492.30	£474.70 (2008) £479.10 (2009) £481.70 (2010)			Annual Survey of hours and earnings - resident analysis	Annual Survey of hours and earnings - resident analysis
The percentage of the working age population that is in employment	York	2011/2012	75.9%	71.5% (2009/10)		70.3	National Performance Indicator NPI 151	National Quality of Life, CLG, Without Walls Success Measure - Thriving City
The number of Job Seekers Allowance claimants as a percentage of the resident working age population	York	Mar 13	2.3%	1.4% (Apr 08) 2.7% (Apr 09) 2.9% (Apr 10) 2.5% (Apr 11) 2.5% (Apr 12)		3.8%	NOMIS, Claimant Count	Local Quality of Life Indicators, CLG
The percentage of Job Seekers Allowance claimants who have been out of work for more than a year	York	Apr-13	16.2%	8.9% (Apr 08) 5.5% (Apr 09) 14.7%(Apr 10) 14.7% (Apr 11) 20.9% (Apr 12)		22.3%	NOMIS, Claimant Count	Local Quality of Life Indicators, CLG
The percentage of Job Seekers Allowance claimants who have been out of work for between 6-12 months	York	Apr-13	18.8%	24.8% (Apr 08) 19.9% (Apr 09) 24.5% (Apr-10) 31.8% (Apr 11) 22.1% (Apr 12)		28%	NOMIS, Claimant Count	Local Quality of Life Indicators, CLG

<sup>6</sup> Business Rates Data, Nomis

<i>Indicator</i>	<i>Area</i>	<i>Period</i>	<i>Value</i>	<i>Previous Value</i>	<i>Trend</i>	<i>National</i>	<i>Data Source</i>	<i>Indicator Source</i>
York's unemployment rate below the national rate	York	2011/12	1.7%	1.6% (2010/11) 1.5% (2009/10) 1.0% (2008/09)				City of York Council Plan
Economically Active (All People)	York	Apr-Mar 12	80%	76.5% (April-Mar 10) 76.9% (April-Mar 11)		76.5	NOMIS, Claimant Count	Local Quality of Life Indicators, CLG
Count of Active Enterprises	York	2011	6470	6530 (2010) 6385 (2009)		N/A	ONS Business Demography 2010	ONS Business Demography 2010
Count of births of new Enterprises	York	2011	655	665 (2010) 570 (2009)		N/A	ONS Business Demography 2010	ONS Business Demography 2010
Job density (number of jobs filled to working age population)	York	2010	0.83	0.87 (2008) 0.84 (2009)		0.78 (2011)	NOMIS, Job Density	Local Quality of Life Indicators, CLG
The rank of the average Indices of Multiple Deprivation (IMD) scores relative to all district, unitary and metropolitan areas (1 = most deprived and 354 = least deprived)	York	2010	244	242 (2007)		177.5	Indices of Multiple Deprivation (IMD) 2007 and 2010, CLG	Local Quality of Life Indicators, CLG
Rank of income deprivation relative to all district, unitary and metropolitan areas ( 1 = most deprived and 354 = most deprived)	York	2010	136	127 (2007)		177.5	Indices of Multiple Deprivation (IMD) 2007 and 2010, CLG	Local Quality of Life Indicators, CLG
Rank of employment deprivation relative to all district, unitary and metropolitan areas ( 1 = most deprived and 354 = most deprived)	York	2010	131	120 (2007)		177.5	Indices of Multiple Deprivation (IMD) 2007 and 2010, CLG	Local Quality of Life Indicators, CLG
The percentage of the population of working age that is claiming total benefits	York	Mar-13	8.8%	8.9% (May -2010) 8.6% (May-2011)		14.3% (Mar-13)	Nomis: Benefit Claimant Counts working age client group	Local Quality of Life Indicators, CLG, Without Walls Success Measure - Thriving City

<i>Indicator</i>	<i>Area</i>	<i>Period</i>	<i>Value</i>	<i>Previous Value</i>	<i>Trend</i>	<i>National</i>	<i>Data Source</i>	<i>Indicator Source</i>
<i>% of young people not in education, employment or training.</i>	York	2012	4.9%	5.6% (2011/12) 3.7% (2010/11) 4.3% (2009/10) 4.2% (2008/09) 3.8% (2007/08)			Nomis.	York Council Plan
<i>Number and (%) of vacant city centre shops</i>	York	July 2012	52 (7.4%)	55 (8.2) (April 12) 53 (7.8) (April 11) 54 (7.8) (April 10)			Business Rates	City of York Council Plan; Town Centre Health Check (former PPS4)
<i>Completed A1 (Food and non-food) floorspace (gross and net) by location</i>								
<i>completed A2-A5 floorspace (gross and net) by location</i>								
<i>Diversity of main town centre uses (by number, type and amount of floorspace);</i>								Town Centre Health Check (former PPS4)
<i>Shopping rents (pattern of movement in Zone A rents within primary shopping areas);</i>								Town Centre Health Check (former PPS4)
<i>Proportion of vacant street level property and length of time properties have been vacant;</i>								Town Centre Health Check (former PPS4)
<i>Pedestrian flows (footfall);</i>								Town Centre Health Check (former PPS4)

## DEPRIVATION AND EQUALITY

### Deprivation

The Index of Multiple Deprivation<sup>7</sup> (ODPM, 2010) is a measure of multiple deprivation and is made up of seven Super Output Area (SOA)<sup>8</sup> level domain indices as set out in the table. There are also two supplementary indices – Income deprivation affecting children (IDACI) and Income deprivation affecting older people (IDAOPI). Each domain contains a number of indicators totalling 37 overall.

When looking at the overall rank of each Local Authority (district, unitary and metropolitan) in the country, the

City of York is ranked 244<sup>th</sup> out of 354 areas where a rank of 1 is the most deprived in the country and a rank of 354 is the least deprived<sup>9</sup>. Deprivation in York has reduced over time from when it was ranked 219<sup>th</sup> in 2004 and 242<sup>nd</sup> in 2007 out of the 354 authorities. Looking at income specifically, the City of York is ranked 136<sup>th</sup> out of 354 Local Authorities, which is also an improvement from the rank of 127 in 2007 and 120 in 2004. There has also been a marked improvement in the amount of SOAs which rank within the top 20% most deprived areas nationally. The number has decreased from 11 SOAs in 2004 to 8 SOAs in 2010. Only one SOA within the Ward of Westfield remains in the top 10% most deprived areas.

Indices Of Deprivation Domains	Within the 20% Most Deprived			2007 - 2010 change	Within the 10% Most Deprived			2007 - 2010 change
	2004 IMD	2007 IMD	2010 IMD		2004 IMD	2007 IMD	2010 IMD	
Overall IMD	11	8	8		1	1	1	
Income	10	9	7		3	1	0	
Employment	10	7	6		3	1	0	
Health Deprivation & Disability	3	2	4		0	0	1	
Education Skills & Training	14	13	15		7	7	9	
Barriers to Housing & Services	5	12	8		1	1	1	
Crime	35	26	30		18	14	6	
Living Environment	15	12	12		1	3	3	
IDACI	11	8	8		6	4	1	
IDAOPI	4	6	9		2	1	2	

<sup>7</sup> Indices of Multiple Deprivation, DCLG, March 2011

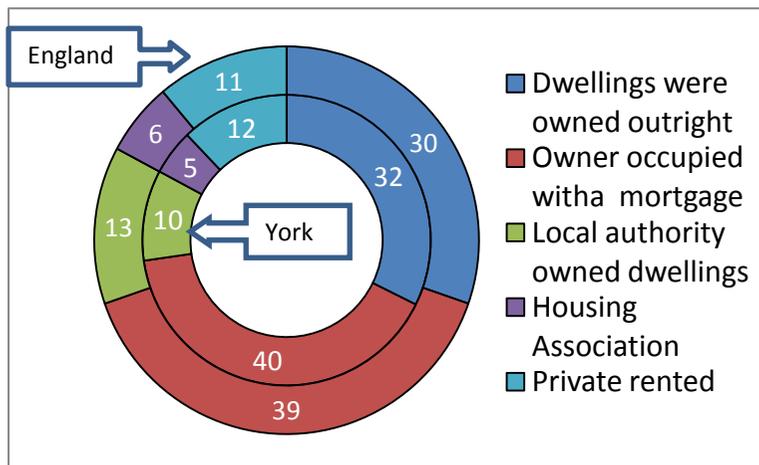
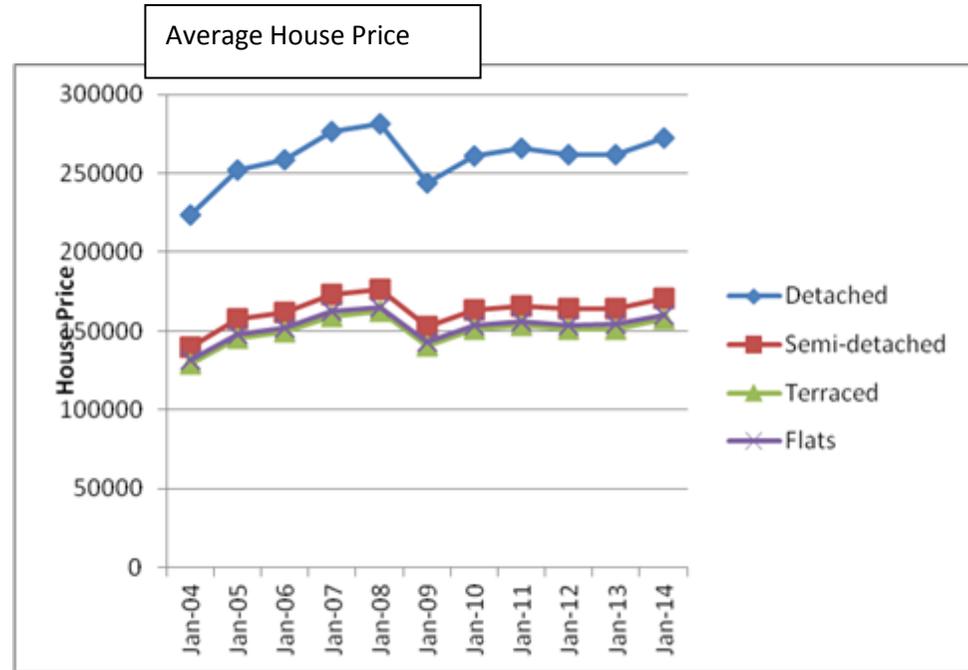
<sup>8</sup> A Super Output Area is an aggregate of Census Output Areas produced at three levels. The lowest level is used in the Index of Multiple Deprivation and each SOA contains an average of 1,500 people.

<sup>9</sup> Indices of Multiple Deprivation, DCLG, March 2011



**Access to Housing and Suitable Accommodation**

The average house price in York is high and has remained just below £180,000 on average for the last 5 years with a peak average house price in September 2007 of £193,248. House prices in York remain consistently above the regional average. The high demand for homes, particularly affordable homes within York is linked to a disparity between wages and house prices. The average house price is now nearly 6 times the annual average salary of a York resident and exemplifies why the need for affordable housing within the city is great because people earn less than the average needed to own a home. This has led to problems of income deprivation, a high demand for rented accommodation and an acknowledged affordable housing issue. The issues facing first time buyers and other parts of the market looking to buy has meant that York’s private rental sector is buoyant. Evidence suggests that this tenure has increased by 50% between 2001-2008<sup>10</sup>.



The Index of Multiple Deprivation shows that between 2007 and 2010, barriers to housing improved within York with the number of SOAs registering within the 20% most deprived areas decreasing from 12 to 8.

At the time of the 2011 Census, the majority of the population owned their property outright followed by those who owned their property with a mortgage. Compared nationally, York had a higher percentage of owner occupiers (63.4% in England) and fewer households in the social rented sector (17.7% in England).

The Housing Strategy Statistical Appendix (HSSA) data returns for 2013<sup>11</sup> as of 1<sup>st</sup> April

<sup>10</sup> North Yorkshire Strategic Housing market assessment (GVA, 2011)

2013 there were 3,379 live applications on the City of York Council housing register. The demand is mainly for one or two bedroom properties but there is also a demand for more family housing. The HSSA also stated that there were 1,422 vacant homes of which 510 had been vacant for over 6 months.

The Strategic Housing Market Assessment (2011) stated that the level of housing needed in the future based upon the number of households was 850 dwellings per annum. In terms of the affordable housing needed to both clear the existing waiting list backlog and meet future housing need arising, the report estimates that approximately 790 dwellings per annum are needed. The affordable housing results emerged from the housing needs assessment undertaken in a survey sent to households in York. This survey also suggested that 33% of households are classified as under-occupying their property, according to the bedroom standard calculation, suggesting a significant latent capacity within the stock. The survey also reveals a high rate of household retention with 64% of those people planning to move in the next 2 years planning to remain in York. Despite owner affordability issues, owner occupation remains an aspiration for almost 50% of households planning to move expected to move into this tenure.

The housing profile for York differs lightly from the North Yorkshire average. The authority includes a significant proportion of semi-detached properties and a lower proportion of detached properties than many of the more rural parts of North Yorkshire. York does however, have a higher proportion of flatted properties which has increased over recent years as a result of development activity within and on the edge of the city centre. The previous SHMA (2007) suggested that to redress the balance of family accommodation to flatted development, a split of 70:30 houses to flats was needed.

There is demand for more sites for the Gypsy and Traveller community within York as it is known that the existing sites are at capacity and some people from this community live in conventional dwellings, which does not necessarily suit their lifestyle. In terms of Showpersons, York has been identified as a location which would be good to provide permanent and stopover sites given its central location within the region and transport network access for travelling to showgrounds as part of their job.

The demand for older person housings is also set to increase due to the aging population of York. The Older Persons Housing Needs Survey states that there are about 30,000 older person only households in York. There is a higher proportion in rural areas as compared with urban parts of the City council area and over 75% of older households are owner-occupiers. In order for people to be able to remain in their homes for longer, older persons find that they need to make adaptations to their properties to cater for changing physical demands and disabilities. The provision of other types of homes for the elderly, including nursing homes, residential care homes and warden assisted living as well as support services will also need to be developed to take care of the current demand identified for the future.

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<sup>11</sup> <http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/localauthorityhousing/dataforms/hssabpsa1011/hssadatareturns1011/>

### Access to Services, Leisure and Community Facilities

York has over 300 sports clubs and a great variety of physical activity programmed all year round in various locations across the city. The city has 2 council run swimming pools and gyms as well as other private gym and swimming facilities. There is support for the “just 30” campaign to get people undertaking an activity for 30 minutes of moderate exercise a day and targeted campaigns for different age groups to take up a leisure activity. Further to this, the council have 9 formal parks and gardens as well as numerous informal openspaces (see the section on Green Infrastructure for more information).

Aside from the sports and openspace facilities in York, there are a number of social facilities as community halls, venues for clubs and societies to meet, libraries, youth facilities and public houses. All social facilities are vital in creating inclusive and sustainable communities and help to create a sense of community identity. It is important that existing facilities are protected and that new facilities are developed in locations which are accessible to all. It will also be important that new developments take consideration for the provision of community facilities.

Access to key services such as food shops, primary schools and health facilities within a short distance is important to serve local residents. Creating local access creates not only social benefits but also is positive for the environment by encouraging walking and cycling to services which are in proximity. Currently, a neighbourhood parades study is being undertaken to establish a clear view of where neighbourhoods are served by facilities and where there are deficits. In addition to this, it will also provide a base for which to monitor change and assess if new development will need to provide further services.

### Key Messages from the Access and Equality Baseline

- York has become less deprived but still has pockets of high deprivation which need to be addressed.
- Demand for Affordable Homes is high.
- York has areas which feature within the top 20% most deprived in the country in terms of barriers to housing although the number has decreased between 2007-2010.
- A major barrier to housing is the disparity between the cost of housing and how much people earn as well as access to funding such as mortgages.
- The provision of other types of homes for the elderly, including nursing homes, residential care homes and warden assisted living as well as support services will also need to be developed to take care of the current demand identified for the future.
- There is a recognised need for Gypsy and Traveller and Showpeople sites.
- Continued access to facilities and services is paramount for local provision and needs to be factored in for the future..

### Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
Number of SOAs within the top 20% most deprived in the Country	York	2010	8	12 (2007)			Index of Multiple Deprivation 2010	Quality of Life Counts; City of York Council Plan

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
H5: Gross Affordable Housing Completions by: 1) Social rent units 2) Low cost ownership units 3) Intermediate rent units 4) Total units	York	2011/12	1) 77 2) 44 3) 30 4) 151	2010/11: 1) 153 2) 55 3) 74 4) 282			Annual Monitoring Report	Annual Monitoring Report Core Indicators (H5)
Percentage of schemes delivering affordable housing that meets the target set in the Dynamic Viability Model	York	Tbc	Tbc	Tbc	Tbc	Tbc	Local Plan Monitoring	Annual Monitoring Report Core Indicators (H5)
Proportion of new homes meeting Lifetime Homes Standard on sites with 15 or more dwelling	York	Tbc	Tbc	Tbc	Tbc	Tbc	Local Plan Monitoring	Annual Monitoring Report Core Indicators (H5)
% of new residential development within 30 minutes public transport time of: 1) GP surgery 2) York Hospital 3) Primary School 4) Secondary school 5) Area of employment 6) Major retail centre	York	2011/12	1) 98.9 2) 93.2 3) 98.3 4) 98.0 5) 99.2 6) 98.9	2010/11: 1) 99.0 2) 94.9 3) 99.0 4) 98.8 5) 99.0 6) 98.4		N/a	Local Plan Monitoring – local indicator	Annual Monitoring Report Core Indicators
% of new community facilities that are within 400m of a bus route with a 15 min frequency	York	Tbc	Tbc	Tbc	Tbc	Tbc	Local Plan Monitoring – local Indicator	Annual Monitoring Report Core Indicators
Percentage of people who feel they can influence decision making in their locality.	York	2012	29%	N/a	N/a	N/a	Big York Survey 2012	Big York Survey 2012

## EDUCATION

Educational attainment in York is high; GCSE/GNVQ and GCE/VCE A/AS level achievements are significantly higher than both the Yorkshire and Humber region and the England average. In York in 2010/11 62% of pupils achieved 5 or more A\*-C grades at GCSE. This is an increase from both the 2008/09 and 2009/10 figures.

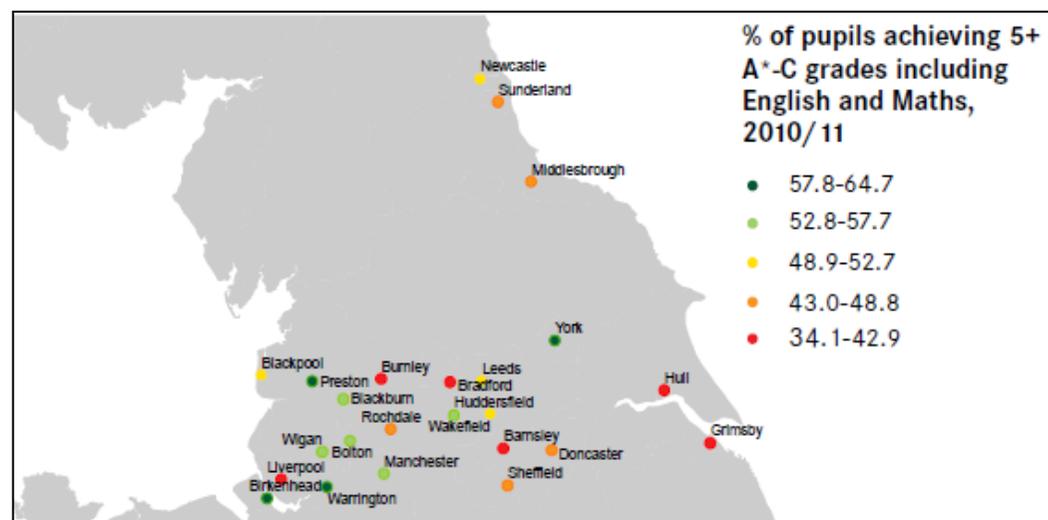
Since 2005 central government has been engaged in a far reaching programme of reforms to the 14-19 phase of education in England. The reforms are founded in the widely accepted recognition that the skills and qualification levels of young people must be significantly raised if they are to achieve economic well being, make a positive contribution and provide the flexible, high quality workforce required by our fast changing world. In simple terms, the reform programme has three strands:

- Raising Attainment
- Raising Participation
- Provision of a 14-19 entitlement curriculum

In York, the local authority has sought to progress the reform agenda through a city wide strategy involving all relevant stakeholders under the umbrella of Learning City York.

Through detailed analysis from a variety of sources, and building strongly on previous work, the Local Area Statement of need for the Provision of Learning for Young People aged 16-19 (October 2010) sets out the key findings and conclusions for learning provision for 16–19 year olds and those subject to a learning difficulty assessment aged up to 25 in the York LA. It aligns with “Achieving Excellence” the York 16-19 Plan in is guided by the key principles in our “Vision York 2013”, which underpin the 14–19 Plan:

- *Providing the highest quality education and training for all York learners;*
- *Meeting the needs of all learners in York, but with a key focus on groups which are currently less well served, including NEETs and learners with learning disabilities and/or difficulties;*
- *Putting the needs of the learner first and above the needs of individual institutions;*
- *Understanding that each institution has its own contribution to make, but that no school or college is bigger than the whole;*



- *Moving away from competition to co-dependency of a high quality;*
- *Driving change with shared and collective leadership.*

At the time of the 2011 Census 18% of York's population had no or low formal qualifications which is lower than both the national average of 22.5% of the population and the Yorkshire and Humber region figure of 25.8%. The city also had 32.4% of the population with level 4 qualifications or higher, which is nearly 10% above the Yorkshire and

Qualifications	York		England and Wales		Yorkshire and The Humber	
	number	%	number	%	number	%
(Number relates to all aged over 16)						
All categories: Highest level of qualification	166,275	100.0	45,496,780	100.0	4,285,941	100.0
No qualifications	29,863	18.0	10,307,327	22.7	1,104,692	25.8
Highest level of qualification: Level 1 qualifications	17,636	10.6	6,047,384	13.3	581,029	13.6
Highest level of qualification: Level 2 qualifications	23,070	13.9	6,938,433	15.3	662,318	15.5
Highest level of qualification: Apprenticeship	7,429	4.5	1,631,777	3.6	181,690	4.2
Highest level of qualification: Level 3 qualifications	27,590	16.6	5,617,802	12.3	547,480	12.8
Highest level of qualification: Level 4 qualifications and above	53,875	32.4	12,383,477	27.2	998,718	23.3
Highest level of qualification: Other qualifications	6,812	4.1	2,570,580	5.7	210,014	4.9

Source: 2011 census, ONS

Humber average. York also had a comparatively high Apprenticeship rate compared to the national figures.

The city has two universities (York St John University and the University of York), a Sixth Form College (York College), Askham Bryan Agricultural College and York College of Law. The links between the higher educational establishments and the business sector, such as the science park located adjacent to the University campus also have a high impact and relate well to York's provision of a highly skilled workforce.

#### Key messages from the baseline

- The authority has a duty to provide and support education for all for the development of skills and learning.
- The results attained at primary and secondary level are good.
- York has a high proportion of people over 16 with high level of qualifications/ skills.

## Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
The percentage of the population qualified to NVQ2 level and above (working age: 16-64)	York	2013	80.2%	77.8% (2009) 77.7% (2010) 79.8% (2012)	↔	72.4%	ONS, Annual Population Survey Dec (Jan– Dec)	ONS, Annual Population Survey (Jan– Dec)
The percentage of the population qualified to NVQ4 and above (working age: 16-64)	York	2013	40.6%	40.8% (2009) 39.9% (2010) 41.3% (2012)	↔	34.9%	ONS, Annual Population Survey Dec (Jan– Dec)	ONS, Annual Population Survey Dec (Jan– Dec)
The percentage of the population with no qualifications	York	2013	6.9%	8.0% (2009) 7.2% (2010) 6.4% (2012)	↔	9.2%	ONS, Annual Population Survey Dec (Jan– Dec)	ONS, Annual Population Survey Dec (Jan– Dec)
% of pupils achieving 5+ A*-C at GCSE (or equivalent) incl English & Maths	York	2011/12	63%	53.8 (2008/09) 59.2 (2009/10) 59.1 (2010/11)	↑	58.6%	National Performance Indicator 75	National Quality of Life Indicators, Sustainable Communities, Egan Review
% of pupils achieving level 4 or above in both english and maths at KS2	York	2011/12	80%	75% (2008/09) 74% (2009/10) 78% (2010/11)	↑	79%	National Performance Indicator 73	
Numbers of schools not achieving the floor target of 60% for Level 4+ in both English & Maths at KS2	York	2011/12	3	9 (2008/09) 2 (2009/10)	↓		National Performance Indicator 76	City of York Council Plan

## CLIMATE CHANGE

### Climate Change

The Earth's surface has warmed by more than 0.75°C since around 1900, with much of this warming occurring in the past 50 years (source DECC). The 2007 Fourth Assessment Report of the Intergovernmental Panel on Climate Change (IPCC) concluded it is very likely that most of the observed global warming since the mid-20th century is due to the observed increase in human-caused greenhouse gas (GHG) concentrations.

Under the Sustainable Development Strategy 2005, tackling climate change is one of 4 priorities. Through the Climate Change Act 2008, the Government passed legislation that introduces the world's first long-term legally binding framework to tackle the dangers of climate change. Key provision of the Act is a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050, and a reduction in emissions of at least 34% by 2020.

In 2011, the new NPPF has at the heart of it a presumption in favour of sustainable development and includes paragraphs 93 – 108 on specific climate change policy issues to be delivered through the planning system. The NPPF states that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. In addition, the duty in section 19 of the 2004 Planning and Compulsory Purchase Act requires local authorities to ensure that, taken as a whole, plan policy contributes to the mitigation and adaptation to climate change and good design standards. Therefore planning for climate change and sustainable development should be embedded in each decision made for the future, including the Local Plan.

A number of drivers exist at a variety of levels with the specific aim of tackling different sources which contribute to climate change. The most important of which is the Climate Change Act (CCA). The CCA is groundbreaking legislation put into statute by the Government committing the UK to cutting greenhouse gas emissions by 80% by 2050. The CA also put in place the mechanism for judging progress towards the 2050 target; carbon budgets. The first 3 carbon budgets have been set and require a reduction in greenhouse gas emissions of 34% below 1990 levels by 2020. The "Low Carbon Transition Plan" was also published by the UK government and complements the CCA by setting out the roadmap of how the 2050 targets and carbon budgets can be achieved. The plan aims to transform the energy used in place of work, homes and by transport as well as making the country think and act more sustainably. To ensure resilience from a changing climate, the Government is developing a National Adaptation Programme to address the risks set out in the first UK Climate Change Risk Assessment. The first National Adaptation Programme will be published in 2013 and will focus on helping UK businesses, local authorities and civil society to become more resilient or 'Climate Ready' to climate change impacts.

At the Regional level, there is a Yorkshire and Humber Climate Change Partnership which aims to bring together and drive forward work to tackle climate change in the region. The Yorkshire and Humber Climate Change Adaptation Study has also helped to understand the future of the region with climate change and has predicted that the city of York area will see a summer mean daily temperature increase of 2.2 degrees, an average annual temperature increase of 3 degrees and a reduction in the average annual rainfall by 36mm although winter rainfall is expected to increase.

At a local level, City of York Council and the Local Strategic Partnership (Without Walls) are committed to tackling climate change through the Climate Change Framework and Action Plan (2010 – 2015). This will form the foundation for a coordinated response to climate change across the city and aims to:

- reduce carbon emissions and other greenhouse gas emissions in line with national targets
- better prepare the city to adapt to likely future changes in climate.

Between 2005 and 2010 city-wide emissions have begun to fall, and have reduced by 13% from just over 1.3 million to 1.1 million tonnes of CO<sub>2</sub> (Source DECC). In 2010 the city generated approximately just under 10MW of renewable energy, and since the introduction of the government's Feed-in – Tariff (which offers financial cash back for generating renewable electricity) an additional 4.5 MW of installed capacity have been installed across York (Source: Ofgem).

Living within our environmental limits is a core underpinning principle within The Strategy for York (2011 – 2025) and creating a sustainable city including tackling climate change is a major objective of the strategy. Since 2011, the Council has to submit a greenhouse gas inventory illustrating the GHG emissions that originate from its stock. For 2010/2011 across the Council stock just over 34,000 tonnes of CO<sub>2</sub> equivalents were emitted. As a Council we have a carbon management plan to reduce carbon emissions by 25% by 2013 and have tackling change as a corporate risk and priority action. The Council has also carried out a high-level risk assessment on key services against predicted future changes in climate. Where appropriate, this work is now being embedded into services or shared with partners to reduce any future significant risks.

To understand the potential impacts of climate change on York a Local Climate Impact Profile (2010) was produced which is a risk based assessment of significant vulnerabilities to weather and climate now and in the future was carried out in 2010. The study shows that with changes in the climatic parameters, York can expect to experience the following effects:

- Increased frequency of extreme rainfall events
- Changes in seasonal rainfall distribution causing drier summers and wetter winters
- Increased average daily temperatures (2.5°C)
- Increase frequency of heat waves

Further to this, the study concludes that the main direct impacts on the City of York area are likely to be:

- Increased flooding (pluvial and fluvial)
- Overheating
- Changes to biodiversity and ecosystem health
- Pressures on water resources
- Increased risk of disease and pests (non human)
- Increased physical stress on cultural heritage

As well as the direct impacts of these climatic events, there are also indirect impacts that may occur in combination and which will increase the overall impact on York. For example, climate change will have a great effect on flooding, which is already a key issue in York. Climate change is likely to increase the amount of rainfall and therefore the prevalence for flooding. An indirect consequence of more rainfall would be more frequent damage to properties, infrastructure, transport networks and potentially an adverse effect on public health and well-being leading to further stress on emergency and health services. Furthermore, there are great implications for biodiversity given that the change in temperatures may not support certain habitats or species leading to a potential loss of ecosystem health.

In concluding the study, it is apparent that there is also a financial cost to climate change which would need to be funded should action not be taken. The present research estimates this to be at £95 to £158 million per annum by 2050. Key to limiting the damage, physically, socially and financially in York, is adaptation and mitigation of climate change. The Stern Review: The Economic of Climate Change highlighted that that a 'business as usual' scenario would reduce welfare by an amount equivalent to a reduction in global capita consumption per head of between 5%-20%. The strong message from the economic modelling was that when taking account of the risks and uncertainties, the costs look very large. With regards to this the report concludes that: *"much (but not all) of the risk can be reduced through a strong mitigation policy and...(that this) can be achieved at a far lower cost than those calculated for the impacts. In this case mitigation is a highly productive investment"*<sup>13</sup>. In this sense the approach to mitigate climate change at a local level will work towards reducing the larger overarching financial costs.

The Council have also set ambitious targets to reduce carbon emissions across the city by 40% by 2020<sup>14</sup> in line with the Mayor of Covenants and Friends of the Earth targets. This is being delivered through a Sustainable Energy Action Plan (SEAP) adopted in 2011.

The Council is also a signatory of other schemes such as the Covenant of Mayors and the Friend's of the Earth Get Serious Campaign. The First is a European Standard that signs the Council up to reduce greenhouse gas emissions by 20% across the local authority area. This is delivered through a Sustainable Energy Action Plans (SEAPs) which sets out the projects that will help to achieve the target . York's SEAP was approved in 2011 and also adheres to the Get Serious Campaign. This is a campaign to get local government to lead the way in terms of action on climate change and reach a 40% reduction in total emissions of greenhouse gases by 2020. To ensure the city can meet it challenging carbon reduction targets, modelling was carried out to inform the climate change action plan and SEAP. This modelling illustrated that government intervention alone would not achieve the targets locally, and illustrated that over the coming years York could plausible achieve the 2020 target through a mix of large-scale renewable energy projects such as combined heat and power with district heat networks, and through retro-fit city-wide energy efficiency schemes. Based on the modelling, the city is committed to accelerating in particular the following:

- to undertake several research and feasibility projects to identify sites, partners and funding for;
- possible low carbon/zero carbon Combined Heat and Power schemes (with district heat networks) across appropriate sites in York;

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<sup>13</sup> Stern Review: The Economics of Climate Change (2006) HM Treasury

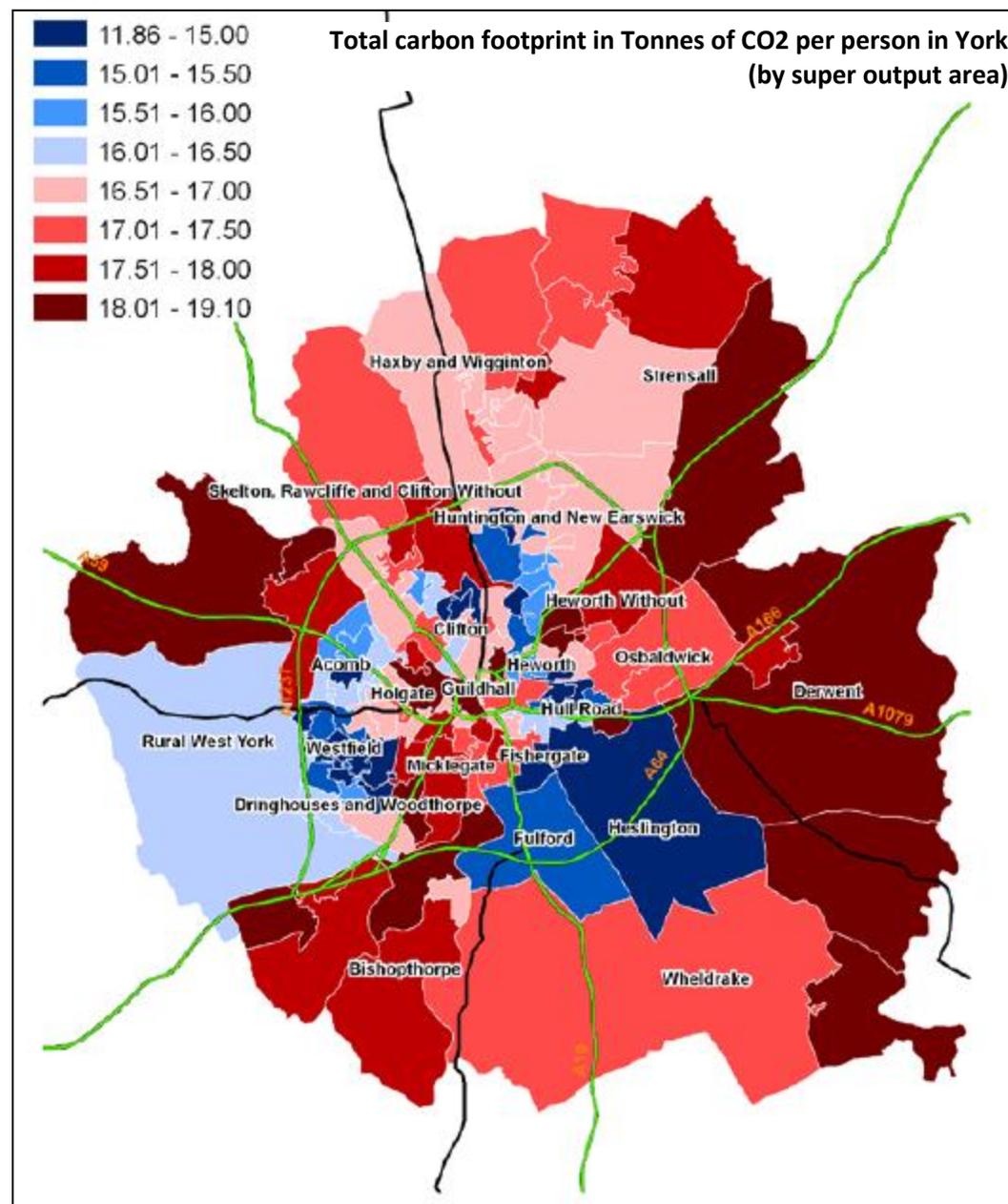
<sup>14</sup> Climate Change Action Plan 2011

- other low carbon/renewable schemes such as large-scale and medium-scale wind generation;
- citywide/area based domestic energy efficiency and renewable energy installation programmes (including maximising opportunities from the forthcoming Green Deal); and
- citywide roll out of replacement transport fuels such as electricity.

(Please note – such schemes would only be installed where it is feasible, appropriate and in line with local planning policy)

In 2010 York used targeted marketing to raise awareness of reducing people's carbon footprint in the "York Green Neighbourhood Challenge". Participants were recruited for a period of 12 months and challenged to make changes to their lifestyle which would reduce their footprint. The 49 participants who completed the challenge have an estimated average carbon footprint reduction of 2.0 tonnes of CO<sub>2</sub>e/year which is a total reduction of 11.3%. This Overall, the Green Neighbourhood challenge was effective in reducing the carbon footprint of the participants and achieved an estimated total emission reduction of 98 tonnes of CO<sub>2</sub>e/ year. The t-tests showed that these reductions in residents' footprints by the end of the project were statistically significant although not every aspect of the participants lifestyle changed.

The study concluded that there is now a need for a new, re-energised, concerted and joined-up approach that places environmental issues in a wider context that appeals to a broader section of the community. The future vision should be positive and



appealing and one that wins hearts and minds. This approach should improve the quality of life for all members of the community.

#### Key issues from the baseline:

- Climate change will have an impact in York at a variety of levels;
- Targeted campaigns can work including those aimed at design and sustainability as well as lifestyle changes.

#### Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
Reduction in Ecological Footprint	York	2006	4.72	5.3 (2001)		4.64	Stockholm Environment Institute (SEI)	Local Indicator
Reduction in York's Carbon Footprint	York	2006	12.61	n/a		12.1	Stockholm Environment Institute (SEI)	Local Indicator
National Indicator 185: CO <sub>2</sub> reduction from local authority operations	York	2010/11	-13.64%	-7.50% (2010/11)		n/a	City of York Council Plan	Former National Indicator 185; Annual Monitoring Report Local Indicator
Per capita reduction in CO <sub>2</sub> emissions in the LA area (tonnes)	York	2010	5.6	5.5 (2009) 6.1 (2008) 6.3 (2007)		n/a	Department of Energy and Climate Change, 2012.	Former National Indicator 186; Annual Monitoring Report Local Indicator
Planning to adapt to climate change	York	2011/12	Level 1	Level 1 (2010/11)		n/a	City of York Council Plan	Former National Indicator 186; Annual Monitoring Report Local Indicator

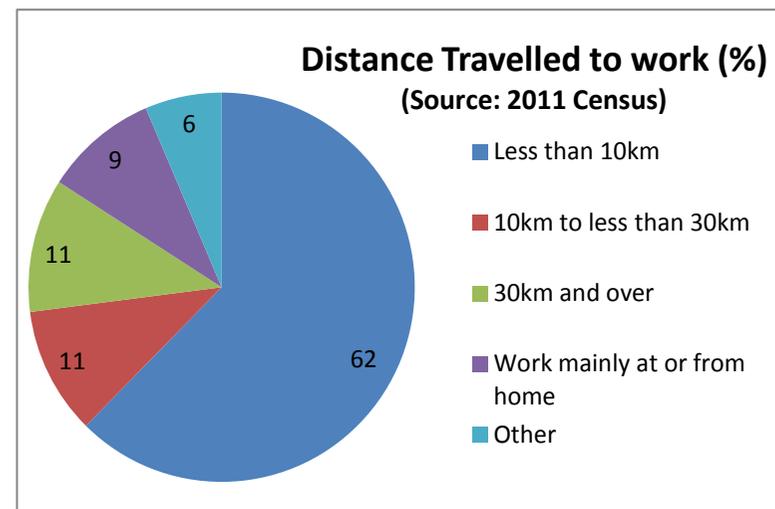
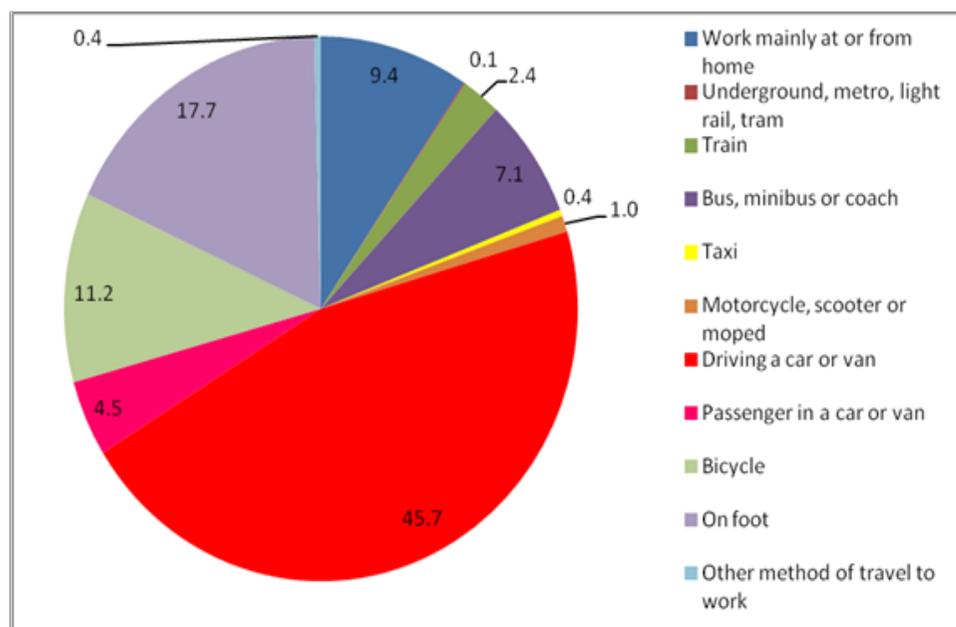
**TRANSPORT**

In York it is recognised that transport and access to jobs, education, shopping, leisure facilities and services have a direct impact on people’s quality of life. A safe, efficient and integrated transport system is important in supporting a strong and prosperous economy within York and can contribute towards the Council’s overall vision of ensuring the city is thriving, inclusive, healthy and sustainable. But, travel can also have negative impacts on the environment in terms of noise, pollution, severance and visual intrusion.

**Travel to work**

The most recent comprehensive source, which contains available journey to work data for York, is the 2001 Census. It shows that York is one of five local authorities in the Yorkshire and Humber region that experiences a net daily in-flow of trips to work, with 22,803 and 18,204 journeys to and from the York area respectively (Census, 2011). It also has nearly 71,000 internal travel to work trips daily, as shown below. The majority of the inward commute trips originate in East Riding of Yorkshire and Selby, and the main outward commute is to Leeds, as shown in Figure 5.2. Around 9% of trips to York originate from outside the region, whilst 14% of trips from York are to destinations outside the region.

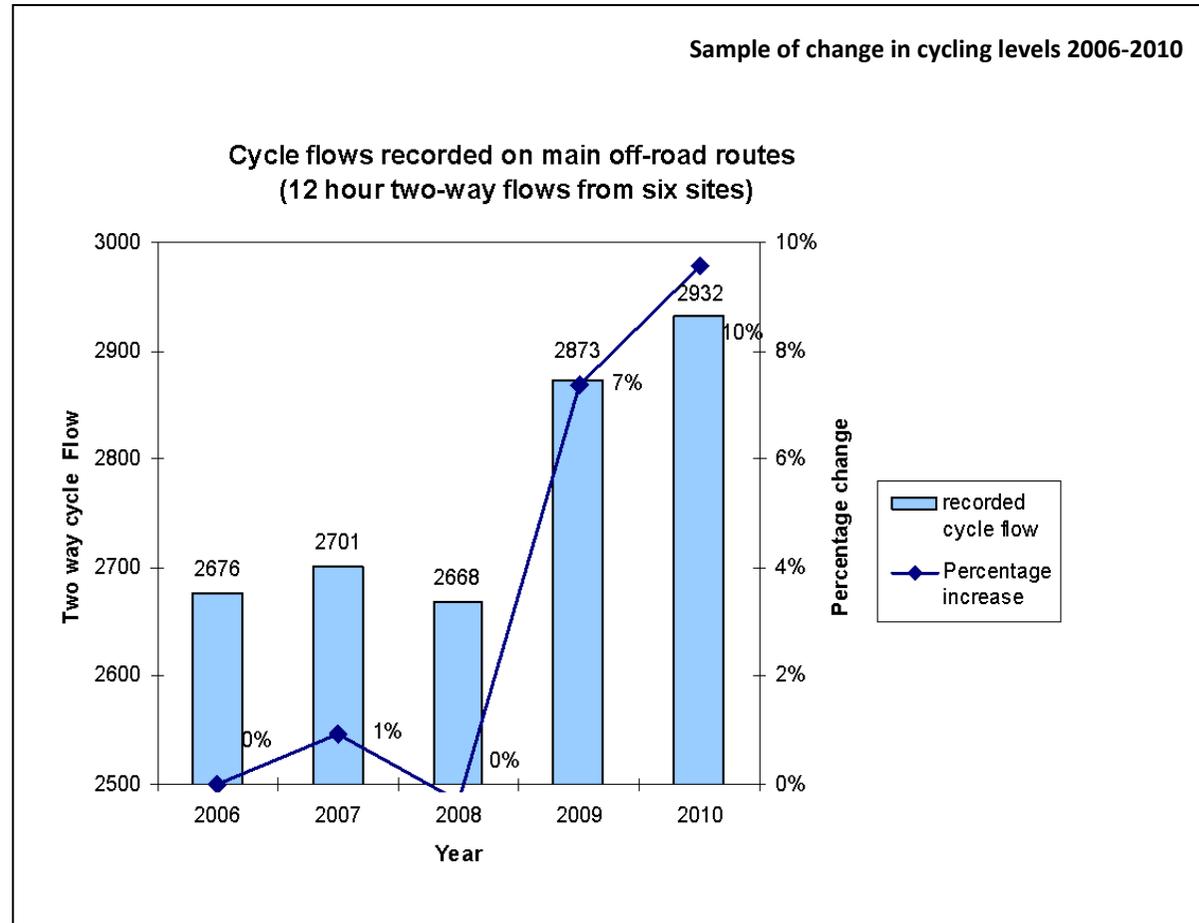
The majority of people in York commute less than 10km to work indicating that they live within or close to the City of York.



The largest proportion of people commute to work by car (30.1%) followed by those travelling on foot (11.7%). The number of people cycling to work is also high at 7.4%.

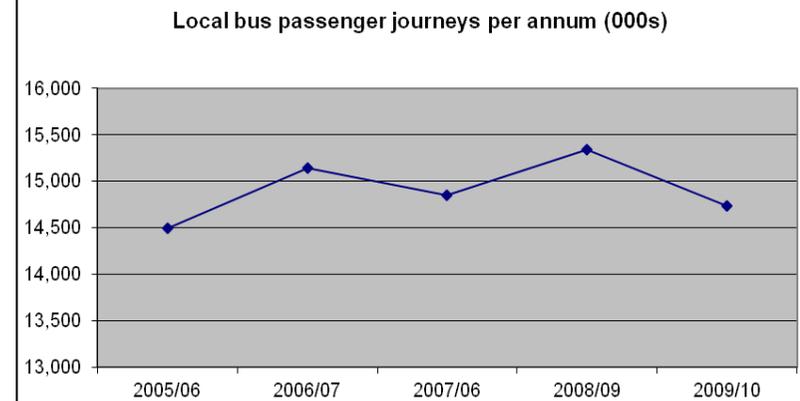
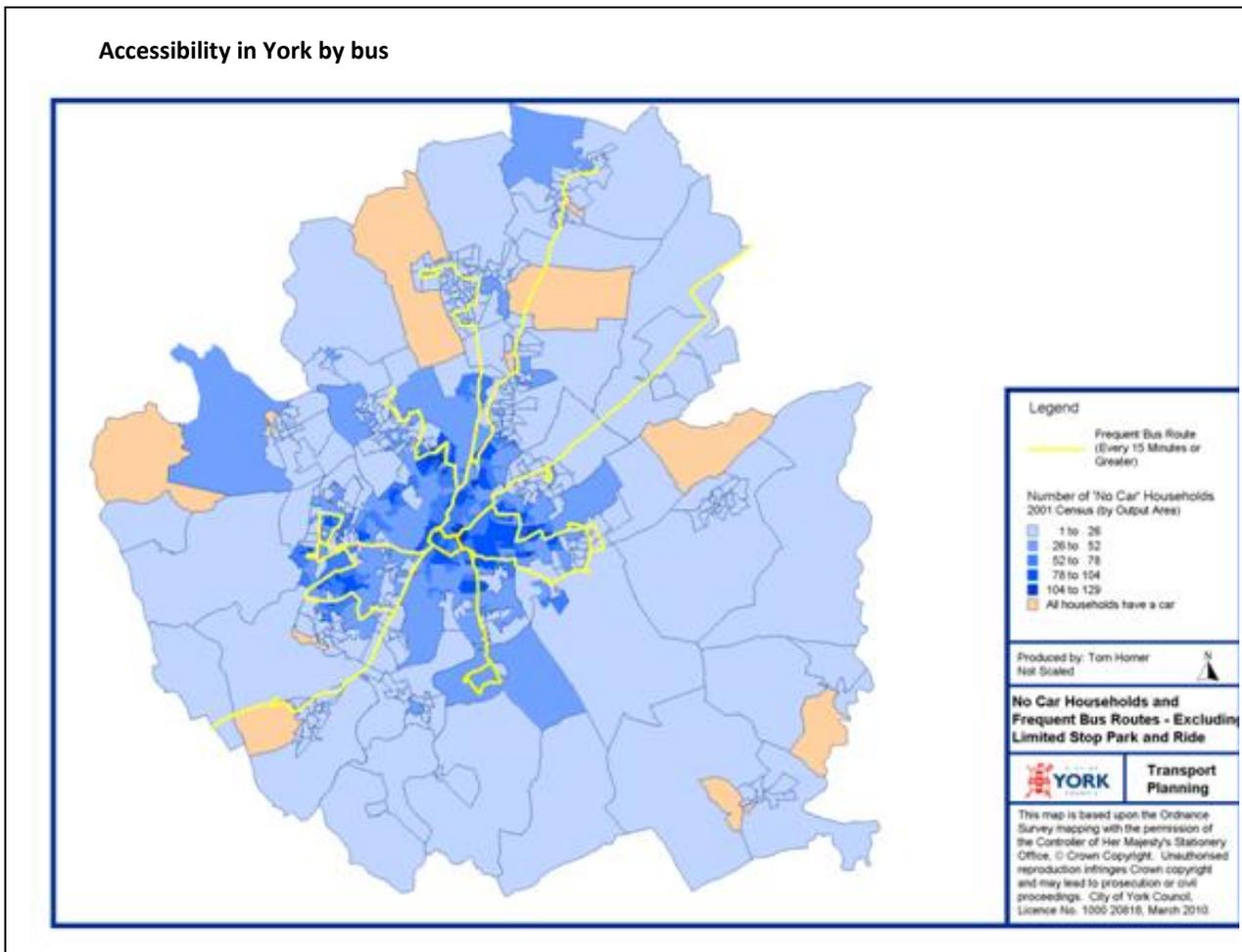
### Sustainable Travel Modes: Cycling

York has a higher proportion of people who cycle or walk to work compared to England and Wales and the Yorkshire and the Humber region (Census 2011). In addition, cycling levels have increased significantly since the Cycling City York programme commenced in 2008, as shown in the Sample of change in cycling levels 2006-2010 graph.

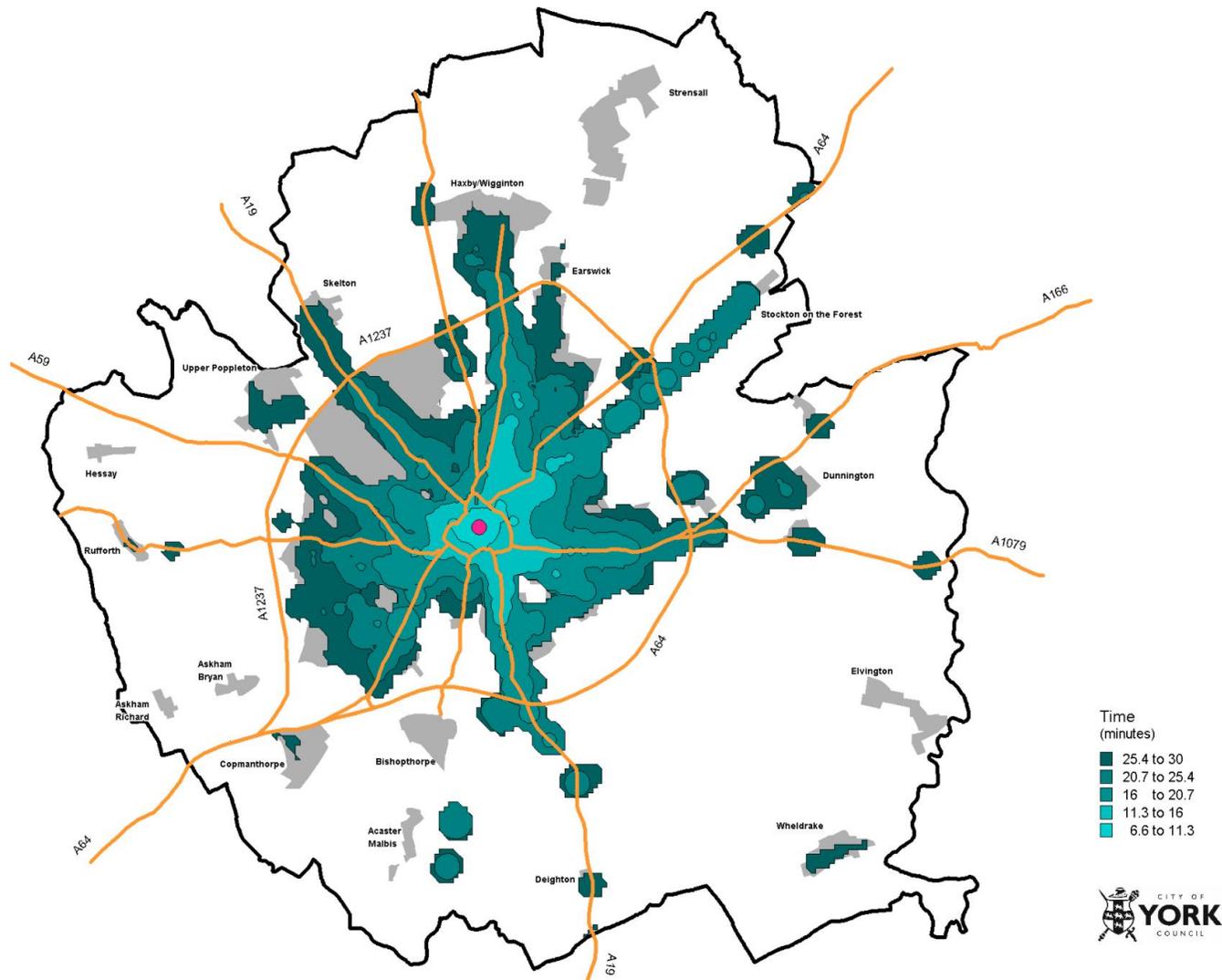


**Sustainable Travel Modes: Bus Travel**

Although travel by bus in York (as a percentage of overall trips) is slightly lower compared to the areas previously mentioned, patronage has remained roughly static around approximately 15m passenger trips per year (of which approximately 2.8 million are Park & Ride passengers), and is slightly above the level it was at in 2005/06. Furthermore, bus services that are more frequent than every 15 minutes match well to the areas in York with the highest number of households without a car, indicating that there are accessible frequent services to the city centre from at least these areas. However, it would also appear that services from these areas to other parts of the York, such as out-of-town developments, are not so well provided.



Accessibility (to the city centre) by public transport varies significantly. Access is generally good in along the urban corridors, with services, comprising a mixture of high-frequency local bus services and Park & Ride services, serving seven Park & Ride sites on the perimeter of the city, that can reach the city centre within 30 minutes. The particular ‘accessibility gaps’ are principally in the outlying smaller villages, Strensall (which has a high-frequency service but a journey time to the city centre of more than 30 minutes) and parts of the north western sector of the York urban area. Villages on the main inter-urban bus routes have better access to the city centre than those not on these routes. Vehicle ownership levels are significantly higher in rural areas of the York area, in some cases more than double that for urban wards. The key reasons for higher car ownership in rural areas include: a lack of local facilities, such as shops and services, and less access to frequent public transport, leading to people being more likely to travel by private car.



30 Minutes Public Transport Access to the City Centre  
Tuesday 7am - 9am



The 1994/98 five-year average for killed and seriously injured road casualties was 137<sup>16</sup>. By 2009 this had reduced, by more than the council's 45% reduction target, to 60 and had fallen again by 2013 to 58<sup>17</sup>. Over the same period the number of children killed and seriously injured road casualties fell by 57% and slight road casualties have fallen by 22%.

In June 2010, the coalition government set out its 'Programme for Government', which acknowledged that modern transport infrastructure is essential for a dynamic and entrepreneurial economy. It also recognised that the transport sector needs to be greener and more sustainable with tougher emission standards and new transport technologies. Distilling this further, it can be argued that the coalition government's transport priorities are to:

- Implement more sustainable transport (including reducing CO2 emissions).
- Support economic growth.
- Contribute to the localism agenda.

In January 2011, the national coalition government published its transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'. The White Paper states that alongside technological change to address carbon output, measures will need to be taken to tackle the problem of congestion, stressing the importance of sustainable travel to tackle congestion, as it is short-distance, local trips where the biggest opportunities for people to make more sustainable transport choices exist. Furthermore, it expresses the national government's belief that it is at the local level that most can be done to enable people to make more sustainable transport choices.

In March 2011, the 'City of York Local Transport Plan 2011-2031 (LTP3)' was published. It sets out the transport policies and measures that will contribute to the city's economic prosperity over the next 20 years, whilst meeting challenging national and local targets for reducing emissions, building on the successes of the city's two previous LTPs (LTP1 2001-2006 and LTP2 2006-2011), which include:

- Peak period traffic levels stable since 2006;
- improvements to the main southern radial route into York with better facilities for pedestrians, cyclists and public transport users;
- bus patronage remaining stable, despite falling patronage elsewhere in the country;
- around 3 million Park & Ride passengers carried annually;
- a 45% reduction in killed and seriously injured road casualties;
- 95% of schools in York having a travel plan in place, and
- a significant increase in the numbers of people cycling in the city (following the implementation of the 'Cycling City York' programme).



<sup>16</sup> LPT3 Monitoring, CYC

<sup>17</sup> LPT3 Monitoring, CYC

The LTP3 vision for transport over the next 20 years is to enable everyone to undertake their activities in the most sustainable way and to have a transport system that:

- Has people walking, cycling and using public transport more;
- Makes York easier to get around with reliable and sustainable links within its own area, to adjacent areas and cities and the rest of the UK;
- Enables people to travel in safety, comfort and security, whatever form of transport they use;
- Provides equal access to opportunities for employment, education, training, good health and leisure for all, and
- Addresses the transport-related climate change and local air quality issues in York.

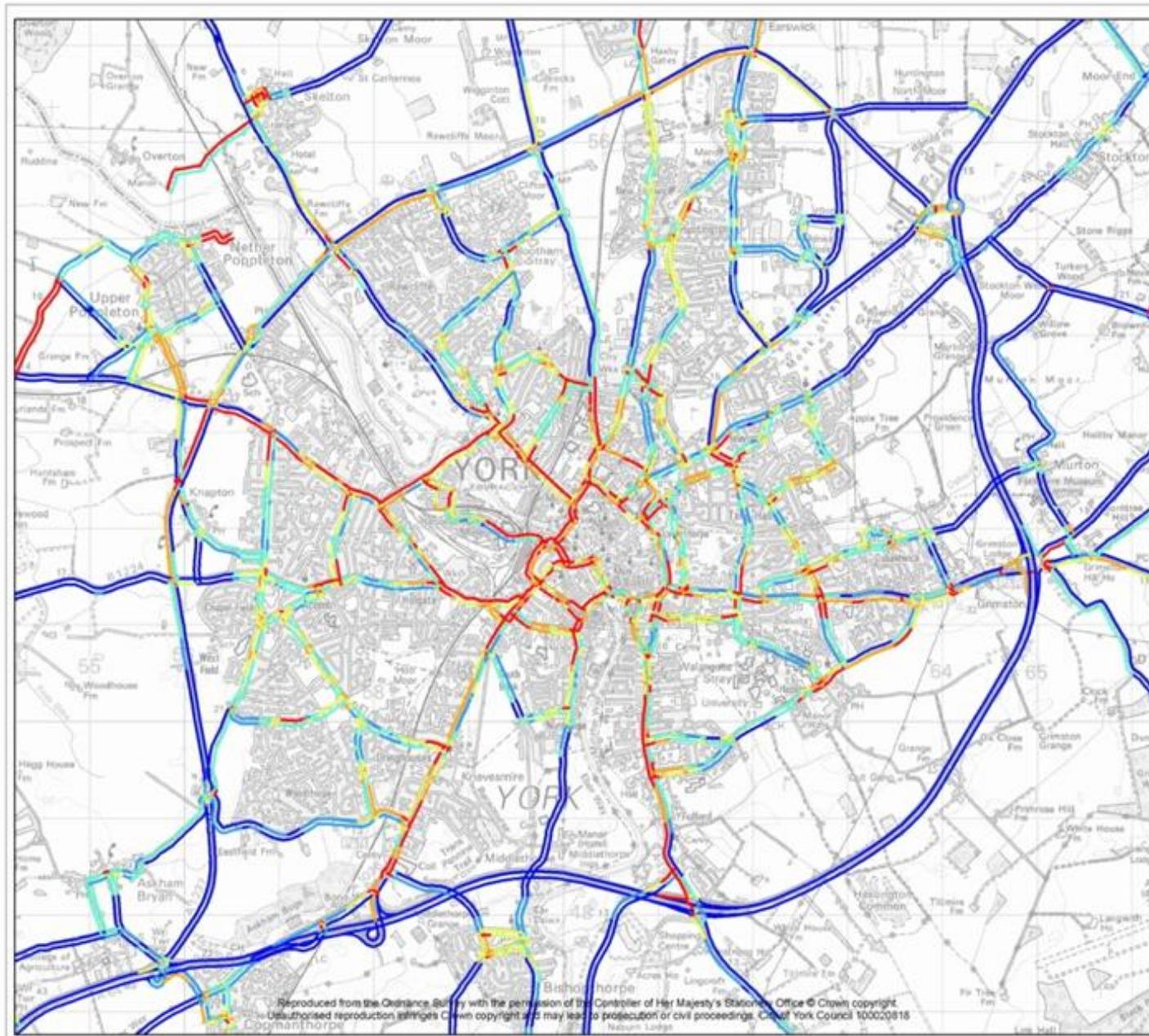
Since publication of LTP3, City of York Council has made successful bids to the national government's Local Sustainable Transport Fund (LSTF) and Better Bus Area Fund to implement various packages of sustainable transport measures to help realise this vision. The LSTF funded 'i-Travel York' programme consisting of a package of city-wide measures and measures more focused on the north-east sector of York, seeks to build upon the success of the Cycling City York programme (see Para. 5.40) to influence travel behaviour in favour of more sustainable and active forms of travel and thereby reduce the dependency on the private car.

The diagram on the following page show the average traffic speeds for 2009/10. The slowest speeds on certain sections of road are displayed in red. This is where, between 08:00 and 09:00 in the morning, cars are travelling on average at less than 10mph, therefore indicating congestion. Most of these sections are in the city centre, to the west and on the main arterials coming into the city centre. The largest variation relative to the speed limit is on the northern outer ring road where there are significant delays on the section between Wetherby Road and Strensall Road.

Traffic modelling work undertaken in September 2011, to support the Submission version of the Local Development Framework Core Strategy predicted that:

- If there is insufficient future investment in transport infrastructure and other transport measures, congestion delay time across the network could almost triple by 2026.
- Investment in transport infrastructure alone will not be sufficient to adequately mitigate the increased congestion delay by 2026. Consequently, other sustainable transport measures will also need to be put into place.
- Even with all the reasonably practicable and deliverable transport investment in place, congestion delay across the network could double by 2026.

A refresh of this modelling, in 2012, following an extensive major rebuild and upgrade of the council's strategic transport model reduced the delays shown in the first and third bullet points above to approximately double and one-and-three-quarters respectively.



**Average Traffic Speeds**  
**Academic Year 2009/10**  
**School Weekdays**  
**AM peak 8:00 to 9:00**  
 Source: Traffic master GPS data

- York speeds
- Less than 10 mph
  - 10-15 mph
  - 15-20 mph
  - 20-25 mph
  - 25-30 mph
  - More than 30 mph

**LTP3**  
 Transport Planning Unit  
 City Strategy  
 S Parrett 16/3/2011

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## Key messages from the baseline:

- Traffic levels in York have remained largely unchanged since 1998, despite continued development over this period<sup>18</sup>.
- York experiences a net daily in-commute of approximately 4599 trips from the Yorkshire and Humber region (Census, 2011).
- The number of people cycling has increased since the introduction of the Cycling City York programme<sup>19</sup>. High frequency bus services match well to the areas in York with the highest number of households without a car (Census, 2011).
- Vehicle ownership levels are significantly higher in rural areas of the York area (Census, 2011).
- York is well connected by rail to many other areas of the country, but services to Harrogate are of a low frequency and rail links to the south east of the city including Hull are relatively poor<sup>20</sup>.
- Killed and seriously injured road casualties have reduced by at least 45% (from the 1994/98 average).
- In the past two years City of York Council has made successful bids to Government for funding programmes to improve public transport and encourage travel behaviour change to reduce dependency on the private car for travel.

## Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
Passenger journeys per year originating within the local authority	York	2009/10	14,774,800	n/a	n/a	n/a	CYC LTP3 (LI3)	City of York Council Plan
Total Park and Ride passengers	York	2011/12	4.06m	3.76m (2010/11) 3.67m (2009/10) 3.69m (2008/09)		n/a	CYC LTP3 (LI3)	City of York Council Plan
% of new residential development within 30 minutes public transport time of: 1) GP surgery 2) York Hospital 3) Primary School 4) Secondary school 5) Area of employment 6) Major retail centre	York	2011/12	1) 98.9 2) 93.2 3) 98.3 4) 98.0 5) 99.2 6) 98.9	2010/11: 1) 99.0 2) 94.9 3) 99.0 4) 98.8 5) 99.0 6) 98.4		N/a	Local Plan Monitoring – local indicator	Annual Monitoring Report Core Indicators

<sup>18</sup> LPT3 Monitoring, CYC<sup>19</sup> CYC Monitoring<sup>20</sup> National Rail Timetables

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
Children travelling to school by car aged 5-10	York		31%	TBC	TBC	n/a	Annual School Census, LTP3 (LI5)	City of York Council LTP3 Monitoring Indicators
Children travelling to school by car aged 11-16	York		9%	TBC	TBC	N/a	Annual School Census, LTP3 (LI5)	City of York Council LTP3 Monitoring Indicators
16-19 year olds within 30 mins of York College by public transport	York	2009/10	63%	TBC	TBC	n/a	CYC LTP3 (LI9b)	City of York Council LTP3 Monitoring Indicators
Change in area-wide traffic volumes: AM peak, inter-peak, PM peak, 12-house total, hourly average	York	2009/10	90300 – am 85600 – inter 98000 – pm 1080000 – 12 hour 90000 – hourly ave	TBC	TBC	n/a	CYC LTP3 (LI10)	City of York Council LTP3 Monitoring Indicators
Number using off street car parks	York	2011/12	1.62m	1.60m (2010/11) 1.60m (2009/10) 1.68m (2008/09)		n/a	City of York Council Priority scorecard	
Congestion – average time taken to travel 1 mile in the AM peak	York	2010/11	3 min 17 secs	3 mins 19 secs (09/10) 3 mins 24 secs (08/09)	TBC	n/a	CYC LTP3 (LI12))	City of York Council LTP3 Monitoring Indicators
Index of cycling numbers (AM peak) Calendar baseline:2009)	York	2011/12	105%	100% (2009/10)		n/a	City of York Council Priority scorecard	
Index of cycling numbers (PM peak) Calendar baseline:2009)	York	2011/12	105%	100% (2009/10)		n/a	City of York Council Priority scorecard	
People killed or seriously injured in road traffic accidents	York	2009/10	60	TBC	TBC	n/a	CYC LTP3 (LI13a)	City of York Council LTP3 Monitoring Indicators
Children killed or seriously injured in road traffic accident	York	2009/10	6	TBC	TBC	n/a	CYC LTP3 (LI13b)	City of York Council LTP3 Monitoring Indicators
People slightly injured in road traffic accidents	York	2009/10	557	TBC	TBC	n/a	CYC LTP3 (LI13c)	City of York Council LTP3 Monitoring Indicators
Nitrogen dioxide levels	York	2009/10	45 ug/m <sup>3</sup>	TBC	TBC	n/a	CYC LTP3 (LI14)	City of York Council

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
								LTP3 Monitoring Indicators
Bus fleet meeting euro III or better standards	York	2009/10	68%	TBC	TBC	n/a	CYC LTP3 (LI15)	City of York Council LTP3 Monitoring Indicators
Levels of cycle theft in York	York	2009/10	1,100	TBC	TBC	n/a	Safe York Partnership, CYC LTP3 (LI19)	City of York Council LTP3 Monitoring Indicators
Total Membership of York car Club	York	2009/10	424	TBC	TBC	n/a	CYC LTP3 (LI21)	City of York Council LTP3 Monitoring Indicators

## HEALTH

### General health

The 2011 Census reveals that nearly 50% of the population is in very good health with a further 34% in good health. The number of people in bad or very bad health is shown to be below the regional and national average. Furthermore, the results from York's 2012 'Big Survey' shows that 87% of people say their health is good/very good.

The census also reveals that the majority of the populations does not have long-term limiting illness which effects their day-to-day activities. However 6.6% of the population is identified to have a health problem which limits their activities a lot.

All Usual Residents	York	Yorkshire and Humber	England
Very Good Health	49.7	45.6	47.2
Good Health	34.2	34.4	34.2
Fair Health	12.0	14.0	13.1
Bad Health	3.2	4.7	4.2
Very Bad Health	0.9	1.3	1.2
Day-to-Day Activities Limited a Lot	6.6	9.1	8.3
Day-to-Day Activities Limited a Little	8.8	9.8	9.3
Day-to-Day Activities Not Limited	84.7	81.2	82.4

Source: 2011 Census – General Health and Long-term health problem / Disability

### Life Expectancy

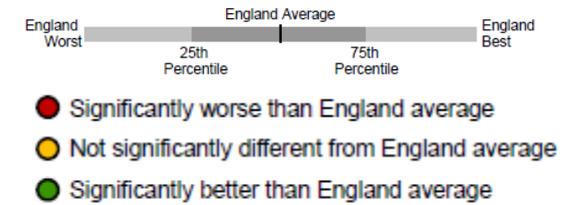
The national trend for life expectancy is increasing in line with the known aging population in York. Average life expectancy in York is now 81.4 years. There is a slight difference in life expectancy between males and females at 79.6 and 83.2 years<sup>21</sup> respectively. These figures remain consistently above the national average, particularly for males and are consistently with the region.

	2000-2002	2001-2003	2002-2004	2003-2005	2004-2006	2005-2007	2006-2008	2007-2009	2008-2010	2009-2011	2010-2012
Females	81.5	81.9	82.1	82.7	83.1	83.3	83.1	83.1	82.9	83.2	83.2
Male	76.9	76.8	77.3	77.2	77.8	78.5	79.2	79.5	79.6	79.4	79.6

Source: ONS (2014) Life Expectancy at Birth

<sup>21</sup> ONS (2014) Life expectancy at birth

Domain	Indicator	Local No. Per Year	Local Value	Eng Avg	Eng Worst	England Range	Eng Best
Our communities	1 Deprivation	13854	7.0	20.3	83.7		0.0
	2 Proportion of children in poverty	4085	13.5	21.1	45.9		6.2
	3 Statutory homelessness	151	1.8	2.3	9.7		0.0
	4 GCSE achieved (5A*-C inc. Eng & Maths)	1079	62.7	59.0	31.9		81.0
	5 Violent crime	2384	11.8	13.6	32.7		4.2
	6 Long term unemployment	733	5.5	9.5	31.3		1.2
Children's and young people's health	7 Smoking in pregnancy ‡	305	14.1	13.3	30.0		2.9
	8 Starting breast feeding ‡	1602	73.6	74.8	41.8		96.0
	9 Obese Children (Year 6) ‡	267	16.1	19.2	28.5		10.3
	10 Alcohol-specific hospital stays (under 18)	23	65.1	61.8	154.9		12.5
	11 Teenage pregnancy (under 18) ‡	80	26.6	34.0	58.5		11.7
Adults' health and lifestyle	12 Adults smoking	n/a	17.1	20.0	29.4		8.2
	13 Increasing and higher risk drinking	n/a	24.5	22.3	25.1		15.7
	14 Healthy eating adults	n/a	28.3	28.7	19.3		47.8
	15 Physically active adults	n/a	61.5	56.0	43.8		68.5
	16 Obese adults ‡	n/a	23.0	24.2	30.7		13.9
	Disease and poor health	17 Incidence of malignant melanoma	26	13.8	14.5	28.8	
18 Hospital stays for self-harm		420	210.8	207.9	542.4		51.2
19 Hospital stays for alcohol related harm ‡		3433	1413	1895	3276		910
20 Drug misuse		915	6.9	8.6	26.3		0.8
21 People diagnosed with diabetes		8019	4.5	5.8	8.4		3.4
22 New cases of tuberculosis		7	3.3	15.4	137.0		0.0
23 Acute sexually transmitted infections		1185	599	804	3210		162
24 Hip fracture in 65s and over		228	468	457	621		327
Life expectancy and causes of death	25 Excess winter deaths ‡	132	24.8	19.1	35.3		-0.4
	26 Life expectancy – male	n/a	79.4	78.9	73.8		83.0
	27 Life expectancy – female	n/a	83.2	82.9	79.3		86.4
	28 Infant deaths	10	4.7	4.3	8.0		1.1
	29 Smoking related deaths	290	185	201	356		122
	30 Early deaths: heart disease and stroke	116	53.8	60.9	113.3		29.2
	31 Early deaths: cancer	227	107.8	108.1	153.2		77.7
	32 Road injuries and deaths	62	31.6	41.9	125.1		13.1



The Health Profile for York<sup>23</sup> summarises the key health statistics for York under various themes. From these indicators, it can be deduced that the key priorities for York include physical activity, childhood obesity and alcohol.

Source: Public Health England (2014) Health Profile for York 2013

There is no comprehensive source for disability statistics. However, proxy's can be used such as the Disabled Living Allowance (DLA), which is available for people aged under 65 who are disabled and need help with personal care or mobility. In August 2012 6350 people in York received DLA , of which the majority had claimed for 5 years or over. In May 2012 2800 people in York between the claimed Incapacity Benefit and Severe Disablement Allowance because they had been unable to work for at least 28 weeks (consecutive) because of illness or disability.

#### Key messages from the baseline

- The general health of citizens in York is good
- Life expectancy is increasing
- The main priorities to address are obesity, particularly in children, alcohol and physical activity

#### Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
Life expectancy at birth (male and female)	York	2010-2012	Males- 79.6; Females – 83.2	Males - 78.6; Females - 83.4 (2005-2007)  Males - 79.4; Females - 83.2 (2006-2008)  Males – 79.9 Females – 83 (2008-2010)		Males – 78.2 .Females – 82.3 (2008-2010)  Males -77.4 Females - 81.6 (2006-2008)	Office for National Statistics (ONS) Vital Statistics	Sustainable Communities, Egan Review; Local Quality of Life Indicators, CLG; Without Walls Success Measure - Healthy City
% who say they are healthy / their health is good or very good	York	2012	87%	78.7 (Place survey 2008/09)	N/a	N/a	Big York Survey 2012; Place survey 2008/09	Big York Survey 2012; CYC National Performance Indicators (NI 119)

## GREEN INFRASTRUCTURE & BIODIVERSITY

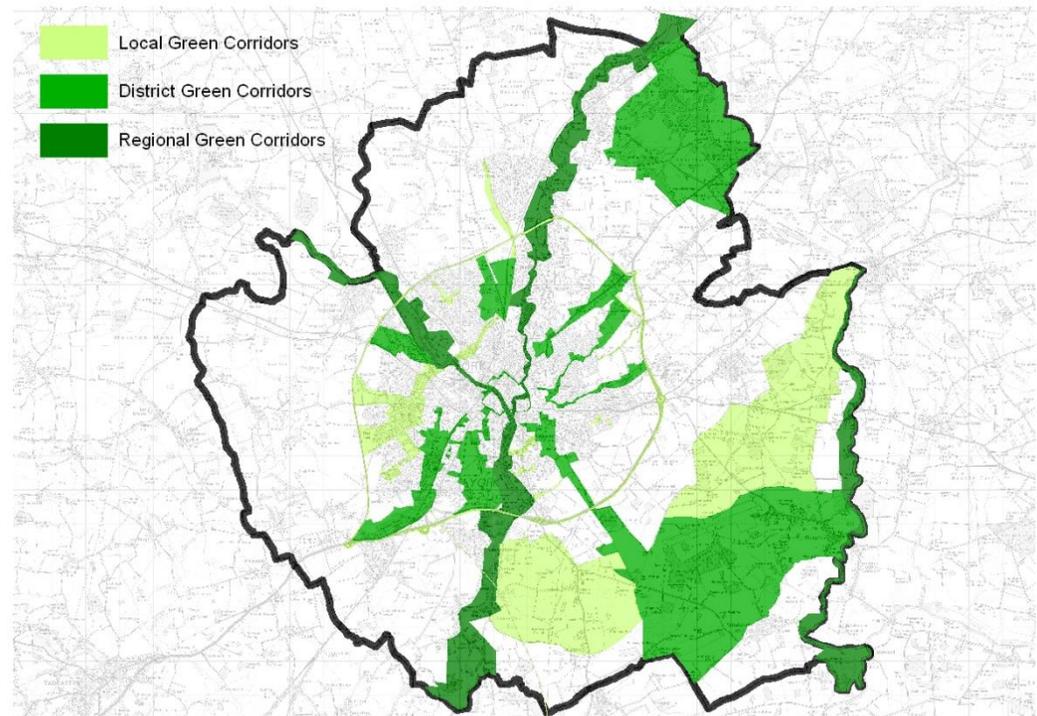
Green Infrastructure (GI) encompasses all “green” assets in the authority, including individual components from parks, the river corridors, street trees and managed and unmanaged sites to designed and planted openspaces. A number of these are also recognised heritage assets within the city. For example, the greenspaces upon which the City Walls site, the historic Strays and the designated Registered parks and Gardens such as Museum Gardens all contribute to openspace and recreational areas. Together, all of these assets make a green infrastructure network cross the city with a variety of uses including: nature conservation, openspace and green corridors and linkages. This network of sites helps to link together different spaces across York for access to the sites as well as across the city as a whole.

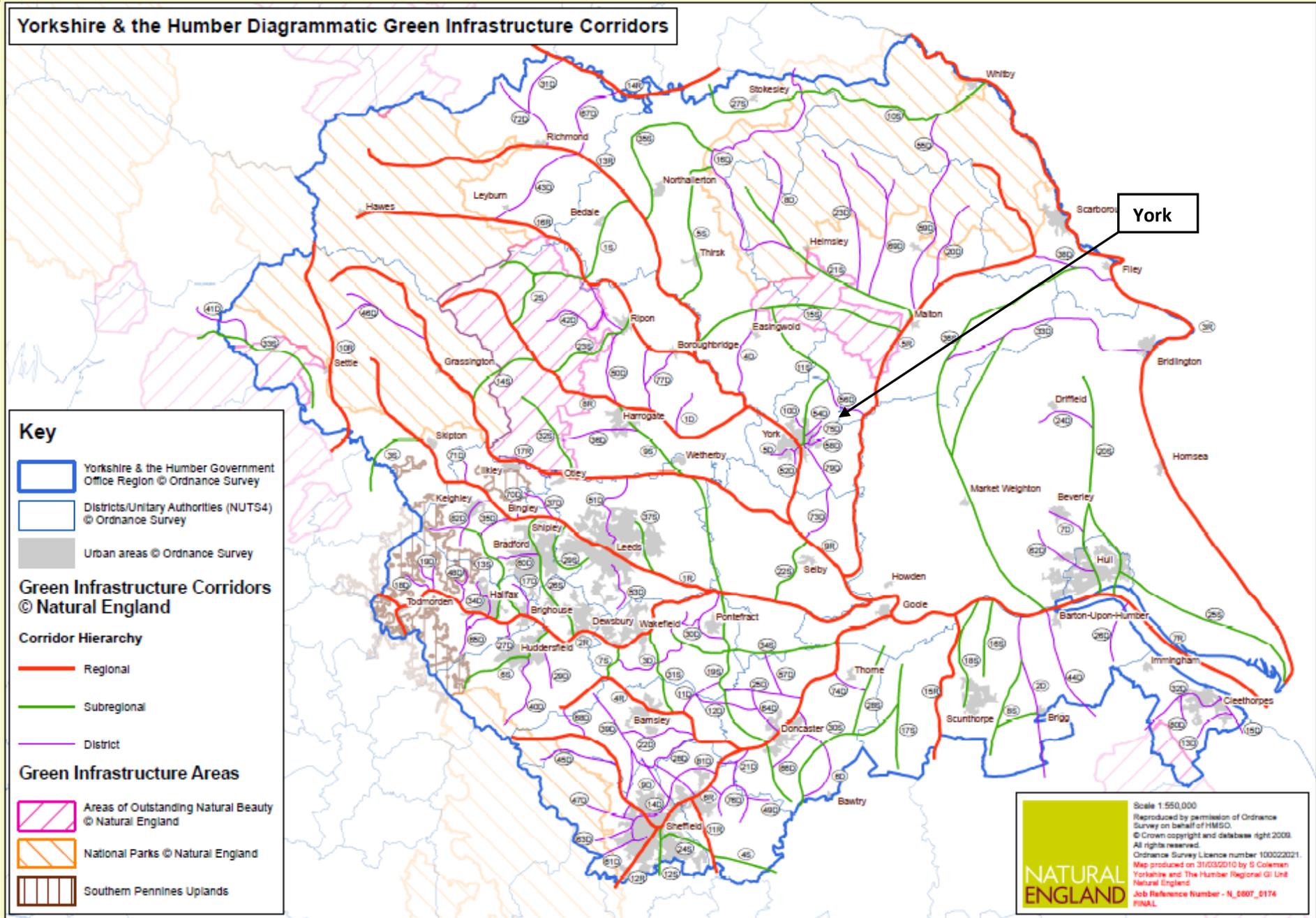
### Green Infrastructure Corridors

Natural England has worked in partnership with authorities within Yorkshire and Humber to record and map the nationally, regionally and locally important infrastructure within the region. The aim of this was to:

- protect green infrastructure;
- be a starting point for more detailed or localised green infrastructure work;
- increase awareness of where green infrastructure functions exist and how they complement each other;
- establish a baseline of green infrastructure from which change can be measured;
- inform planning decisions and development proposals;
- provide evidence for policy and strategy creation;
- form the basis of subregional delivery projects;
- focus green infrastructure enhancement where gains can be maximised.

As part of this project York was identified as having green corridors which are of regional, sub-regional and district level importance. The following map shows the extent of green corridors identified in the region.



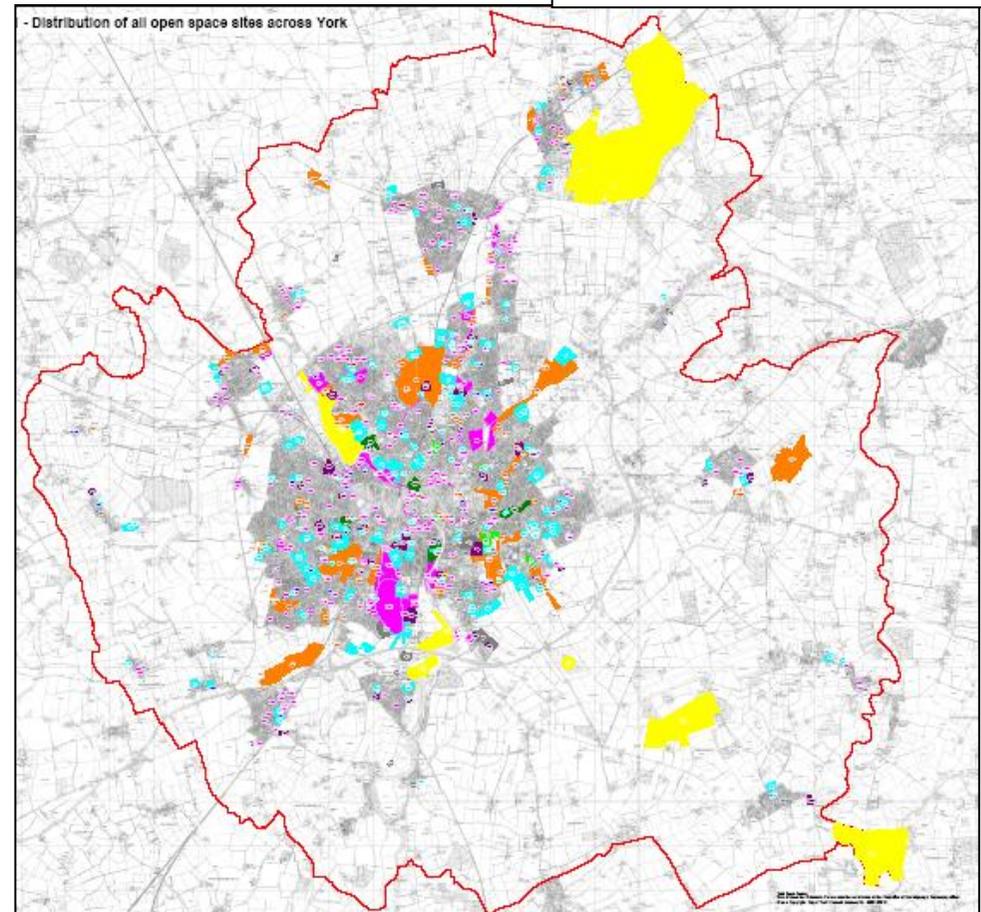


**Openspace**

Openspace, sport, and recreation facilities provide essential services for the residents of York, contributing to residents quality of life and social well being and health. Furthermore, openspace and recreational space also promote a series of significant environmental benefits including mitigating climate change, providing habitats and promoting biodiversity. For this reason, it is now categorised under “Green Infrastructure” (GI).

Open space in York includes approximately 480 hectares of parks and open spaces. Existing open space, however, is not distributed in a uniform manner across the city. The Openspace Study (2008), produced as an evidence base for the LDF, set out the local context for openspace within York. The study splits the openspace into the different categories with an emphasis on quantity and quality for scoring each category. An update to this work is in progress and the results of this will feed into the baseline in due course. The previous study states:

- *Park and Gardens:* On the whole there is a good level of access to parks within the urban area but there are issues of provision for residents in out lying areas. Access should be maximised via sustainable transport routes and where there is a deficiency, large amenity space could be upgraded to provide quality spaces.
- *Natural and Semi-natural:* Access to natural and semi-natural openspace is high across the urban and rural settlements as well as other large sites such as the strays. There is a need to maximise access whilst also managing biodiversity and balancing recreation. Whilst not part of this category, it is considered that the general countryside is also accessible due to the greenbelt ensuring countryside adjacent to the urban area
- *Amenity space:* The distribution of amenity space is uneven across the city although there is access to other types of openspace in most locations. Quality of the space could be upgraded in most cases and there should be the potential to use them for “pocket parks” where residents are outside of a 5 minute walk to the amenity space or park.
- *Children’s Openspace:* The distribution of childrens sites is fairly even across the city although some deficiencies were identified in Heworth Without, Huntington, Westfield and Acomb wards.
- *Young persons:* A limited number of residents were in the catchment for the young peoples facilities and the provision of more facilities



will be a challenge if residents are to be within a reasonable distance to this openspace type across the city.

- *Outdoor Sports Facilities:* Access to sports facilities could be enhanced with the use of school's facilities for community use. Also need to maximise opportunities to incorporate pitches where demand has been expressed.
- *Allotments:* The distribution of allotments is sporadic and there are waiting lists for many of the sites. Provision of new facilities would be welcomed particularly in wards where there are deficiencies such as Osbaldwick, Acomb and Westfield.
- The city centre has recreational importance for visitors and are valued by tourists and workers. It should be ensured that they remain of good quality.
- If additional development takes place, there would need to be a robust assessment of the provision of openspace and how much / what type should be provided.

Recently the provision of children's play areas has been given a boost through the Playbuilder programme. This is a national campaign investing £235 million nationally as part of the Government's commitment to the play agenda, along with the launch of the recent national Play Strategy and Children's Plan. City of York Council was allocated around £1 million from the Government Playbuilder Project, for the development approximately 22 play areas across the city. York has had a growing focus on the importance of play for a number of years and this new funding will provide greater access to higher quality outdoor play areas. This will directly link into York's play strategy 'Taking Play Forward', and assist in the authority's aim to raise the standard of play provision. Currently 2 new sites have been opened in York under this scheme in Elvington and Naburn. A further 9 sites have been proposed and will be pursued by the Council.

Five of York's Park and Gardens have also achieved Green Flag Award Status based upon the quality and provision of facilities within the park. These parks are Rawcliffe Country park, Clarence Gardens, Glen Gardens, Rowntree Park and Westbank Park. Two places in York have also received a Green Flag Community Award for their Gardens: The Nose, St Clement's Church who grows edible plants for local people deprived of growing space and St Nicholas Field which is a former rubbish tip transformed in an urban nature park and designated local nature reserve.

Natural England advocate the use of Accessible Natural Greenspace Standards (ANGSt). This recommends that everyone, wherever they live, should have accessible natural greenspace:

- of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home;
- at least one accessible 20 hectare site within two kilometre of home;
- one accessible 100 hectare site within five kilometres of home; and
- one accessible 500 hectare site within ten kilometres of home; plus
- a minimum of one hectare of statutory Local Nature Reserves per thousand population.

ANGSt is a powerful tool in assessing current levels of accessible natural greenspace, and planning for better provision. The three underlying principles of ANGSt are:

- a) Improving access to greenspaces
- b) Improving naturalness of greenspaces
- c) Improving connectivity with greenspaces

Ensuring that people have accessible openspace is a key social theme for the city to ensure health and well-being.

### Nature Conservation

In terms of Nature Conservation, York contains special areas which are nationally and internationally significant. Using the North Yorkshire system of a more regionally based assessment of sites, City of York Council has undertaken an audit of sites to provide an understanding of the nature conservation and biodiversity value within the authority. The audit identified that currently there is 886 hectares of wildlife habitats, which represents only 3.2% of the total authority area. It also identified SINC sites which are sites which of local importance to York. The original Biodiversity audit (1996) found 42 Sites of Importance for Nature Conservation (SINC) within the authority boundaries, 9 sites of Special Scientific Interest (SSSI) of national importance, three of which were also of international significance as Ramsars, Special Protection Areas (SPAs for birds) and Special areas of Conservation (SACs for habitats). The most recent audit (2009) has found that 5 of these sites no longer meet the requirements but that a further 49 new sites which fulfil this criteria. Furthermore, 87 additional sites have been recorded for their wildlife value but do not formally make the criteria to be a SINC site. The following table summarises the main nature conservation sites:

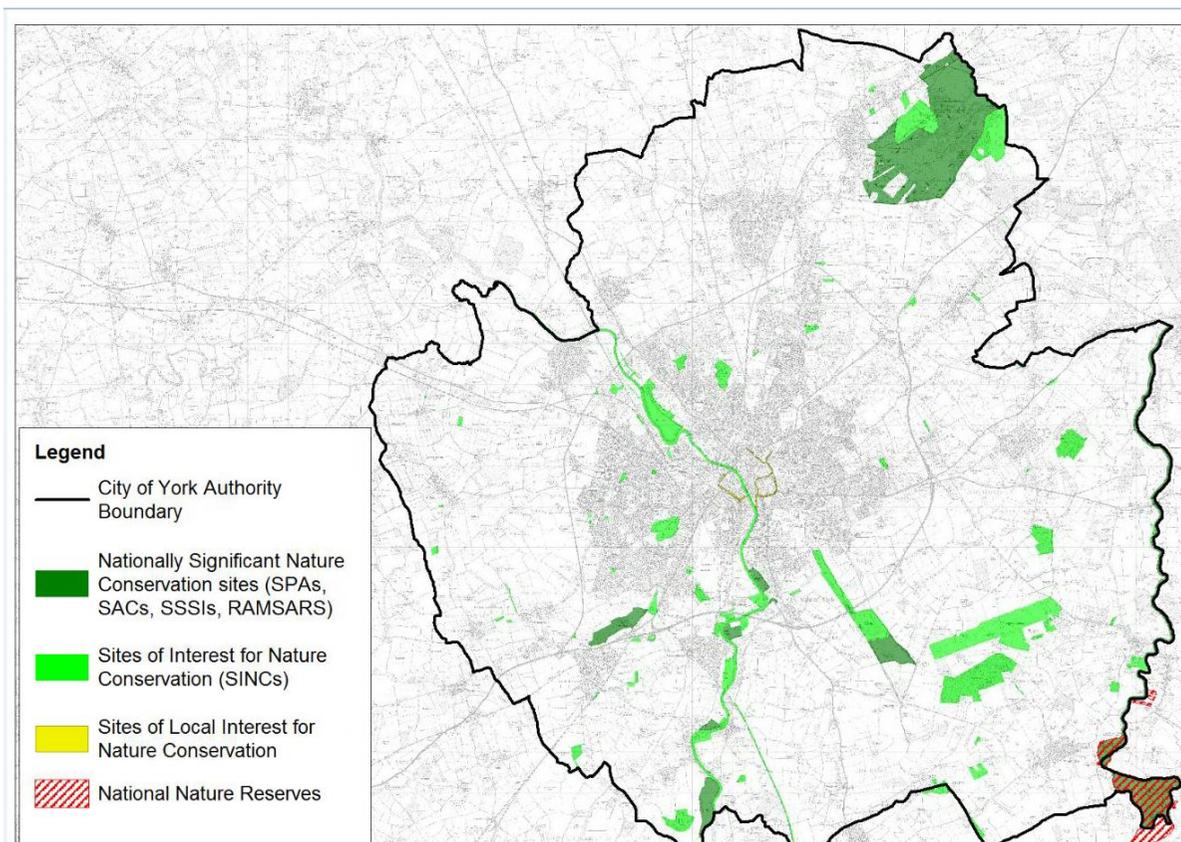
Contained within these sites are a range of known protected species including different types of bats and birds, badgers, great crested newts, water vole and barn owls. It is important therefore to take consideration of these species in planning for the future to make sure their habitats are maintained and not disturbed by development. More information on the sensitivities of the national and international sites will be contained within the Habitat Regulation Assessment accompanying the Core Strategy

In addition to openspace and nature conservation sites, York has 3 main rivers – the Ouse, Foss and Derwent along with associated becks and tributaries, within its

Title	Total No	Total Area	Total Length*
<b>SSSI's:</b> Strensall Common, Heslington Tilmire, Askham Bog, Fulford Ings, Naburn Marsh, Church Ings, Acaster South Ings, Derwent Ings and the River Derwent.	9	895.08	18000
<b>SAC's:</b> Strensall Common, Askham Bog and Derwent Ings	3	714.75	18000
<b>SPA's:</b> Lower Derwent Valley	1	136 ha (682 ha)	
<b>NNR's:</b> Lower Derwent Valley	1	136 ha (682 ha)	
<b>Total No. Sites of Statutory Protection</b>	<b>9</b>	<b>895.08</b>	<b>18000</b>
Existing SINC's (retained)	37	426.40	7855
New Sinc's	49	154.53	24260
Sinc Hedges	41		11896
Total no. of Sinc's (excl. hedges)	86	580.93	
Total no. of Sinc's (incl. Hedges)	127		32115
SINC – Local Nature Reserves	3	54.65	
Non Sinc LNR's (1 part SINC)	2	12.30	
<b>Total LNR's</b>	<b>4</b>	<b>66.95</b>	
Non SINC Sites with Social Value	2	5.70	0
New Sinc's - Possible	15	173.61	1900
Sincs to be De-notified	5	5.75	950
Sites of Interest (Not Sinc Quality)	87	330.51	18710
Created Sites	<b>11</b>	<b>22.70</b>	<b>550</b>
<b>Total Sites of Interest (Not SINC value)</b>	<b>122</b>	<b>371.26</b>	
<b>Other sites(Unknown value)</b>	<b>18</b>	<b>155.50</b>	<b>750</b>

\*Where appropriate

boundaries. The River Ouse is ecologically important for several reasons. It acts as a conduit for the movement and migration of species to and from the Humber Estuary and, in its own right, it supports protected species, including otters and depressed river mussels. It provides a route for migratory fish as well as a natural flightline for migratory birds and bats. The Ouse also provides a suitable habitat for water voles and otters, a European Protected species, while the wider Ouse catchment supports the only confirmed British population of the rare tansy beetle. There are numerous important sites of environmental interest along the Ouse and its tributaries as well. For example the Ouse connects with the Lower Derwent Valley and Humber Estuary Special Protection Areas, which are designated under the European Union (EU) Birds Directive 1979. It also links with the River Derwent, Lower Derwent Valley and Humber Estuary Special Areas of Conservation.



York also has a total woodland cover of 998 hectares<sup>24</sup>, which is 3.7% of the total land area and approximately 5.5 hectares per 1,000 population. This is lower than the regional coverage (Yorkshire and the Humber) of 5.8% of the total land area and 18.2 hectares per 1,000 population. As well as being aesthetically pleasing, trees have other environmental benefits associated within mitigating pollution and climate change. In total, there are around 20000 trees within the City of York in parks, strays, nature reserves, pockets of public open spaces and woodlands. The diversity of types of trees and their habitats mean that they are managed in different ways but for every tree felled, 2 are planted in order to maintain and increase their prevalence. This practice should be encouraged for its benefits to the city's image, managing climate change and promoting a healthy city.

Treemendous York is a new initiative being promoted by the community and City of York

<sup>24</sup> All Biodiversity Action Plan data (BAP), 2013

Council. A national survey undertaken by the Guardian and New City Beautiful identified that York has less tree cover than the national average of 12% (the European average tree cover is around 27%). The 'York New City Beautiful: Toward and Economic Vision' report (2011) recommended that 50,000 new trees should be planted in York to bring tree cover in the city to around the national average. The initiative aims to promote a healthier, greener, more environmentally friendly, successful and beautiful city. Almost a thousand trees have been planted in York since Treemendous was launched in October 2011. The main focus of the group over the past few months has been to identify and assess sites so that a plan of action can be put into place to start planting large numbers of trees as soon as the next planting season begins this autumn. In addition to Treemendous, York University have planted 50,000 trees in the last 3-4 years and Earswick Council have planted 700 this planting season alone.

### Key messages from the baseline

- Whilst open space in York includes approximately 480 hectares of parks and open spaces it is not distributed in a uniform manner across the city and therefore some areas are deficient in certain types of openspace;
- Quality of large parks and gardens in York is good with 5 designated as green flag award status;
- York has an abundance of important site for nature conservation at international, national, regional and local levels;
- The city's nature conservation sites support a diverse range of flora and fauna;
- Initiatives are ongoing to support nature conservation/openspace around the city to make a more environmentally friendly and healthy city.

### Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
Amount of openspaces managed to Green Flag Award Status	York	2011/12	5	4 (2010/11) 3 (2009/10)		n/a	CYC Monitoring; Green Flag Award website	Development Plan Monitoring Local Indicators
Amount of new accessible openspace provided as part of new development	York	TBC	TBC	TBC	TBC	TBC	CYC Monitoring	
Change in areas and population of biodiversity importance, including: i.Change in priority habitats and species (by type); and ii.Change in areas designated for their intrinsic environmental value including sites of	York	2011/12	Area of biodiversity:  Loss: 5.75  Addition: 223  Total change: 217.25	Same as previous	n/a	n/a	CYC Monitoring	Development Plan Monitoring Core Indicators (E2)

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
international, national, regional, sub-regional or local significance.								
Total amount of RAMSAR, SPA, SAC, SSSI and Local Nature Reserves	York	York	Total: 895.08 714.75ha SAC 36ha SPA 895.08ha SSSI's 36ha NNRs  637.1ha SINC's 66.95ha LNR 486.5 Local Interest	Same as previous	n/a	n/a	CYC Monitoring	Development Plan Monitoring Core Indicators (E2)
Loss of RAMSAR, SPA, SAC, SSSI, Local Nature Reserves (LNRs), Sites of Local Interest	York	TBC	TBC	TBC	TBC	TBC	CYC Monitoring / Biodiversity Audit	
Proportion of local sites where positive conservation management has been or is being implemented.	York	TBC	TBC	TBC	TBC	TBC	CYC Monitoring / Biodiversity Audit	

## WATER, FLOODING AND FLOOD RISK

### Flood risk

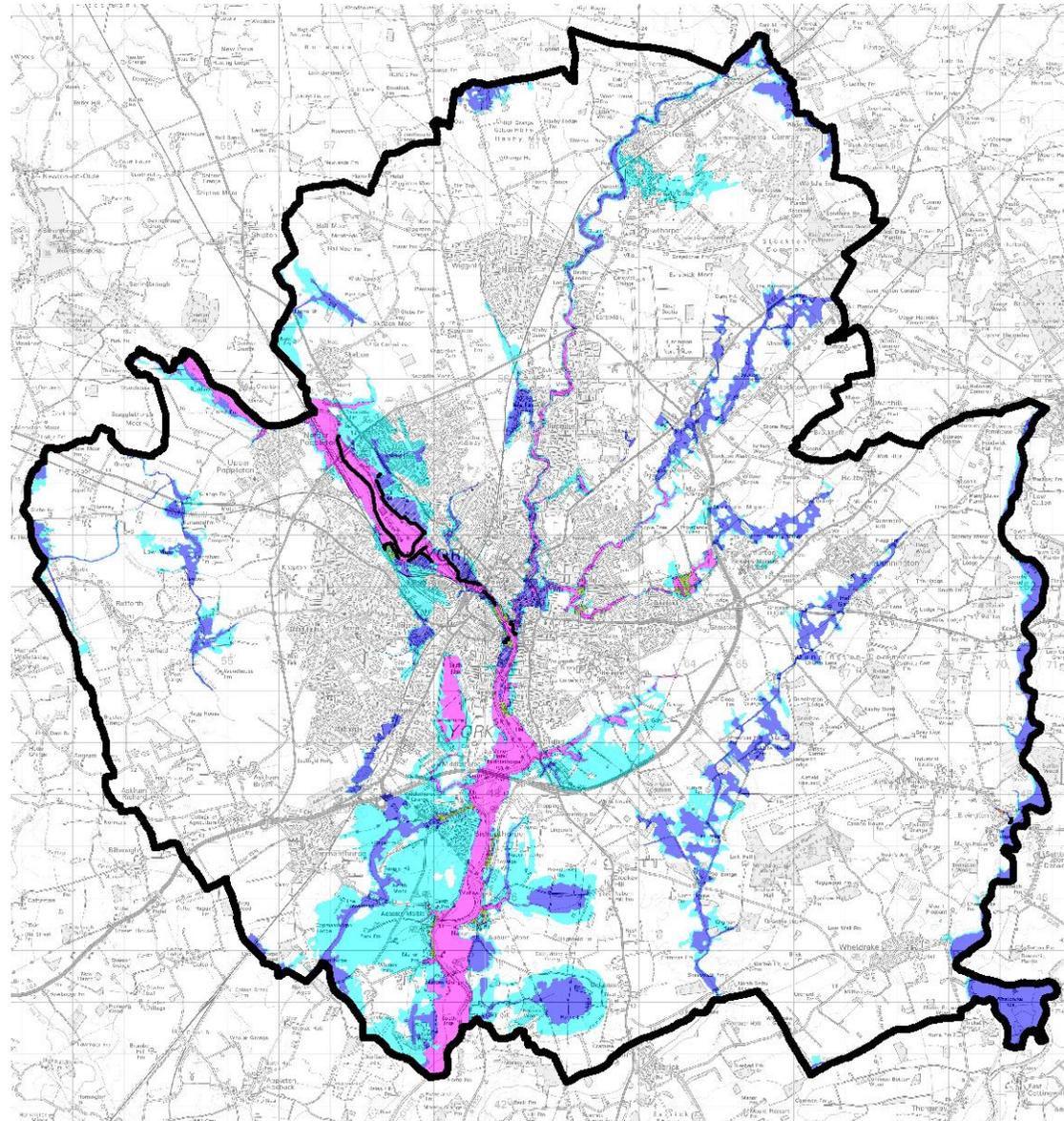
There is a well documented history of flooding from the River Ouse, with the records for York dating back to 1263. More recently, the Ouse hit the local and national media headlines as a result of widespread flooding in autumn 2000 and high river levels in September 2012. The City of York Council has completed a Strategic Flood Risk Assessment (SFRA), which will assist the Council in the process of sequentially testing the suitability of sites at flood risk in line with the NPPF. The sequential test will be used to demonstrate that there are no 'reasonably available alternative sites' in a lower flood risk area in which to locate the proposed development. In addition to this the exceptions test will need to be applied, depending on the flood risk vulnerability and the flood zone. In line with the NPPF, the Strategic Flood Risk Assessment seeks to ensure that the potential risk of flooding off site, as a result of the redevelopment of land, is a key consideration when establishing appropriate land uses for a site.

The map shows the areas within York that are categorised as being in Flood Risk zones 2 and 3. Flood risk 2 is a low to medium risk with an annual probability of flooding from rivers of 0.1% to 1% and 0.1 to 0.5% from the sea. Zone 3 is a high risk with an annual probability of flooding from rivers of 1% or greater and 0.5% or greater from the sea. On this basis there are some 86km of defences on the River Ouse. The standard of protection provided by these defences ranges from greater than 20% to less than 0.5%.

**SFRA 2011 Flood Risk Zones Legend:**

<p>All Uncoloured Areas</p>     	<p>Zone 1: Less than 1 in 1000 annual probability of flooding in any year (&lt;0.1Percent)</p> <p>Zone 2: Between 1 in 100 and 1 in 1000 annual probability of flooding in any year (1Percent to 0.1Percent)</p> <p>Zone 3a: Areas between 1 in a 100 and 1 in 25 annual probability of flooding in any year (1 to 4 Percent)</p> <p>3a - Defended up to 1 in 50, Flood Risk between 1 in 50 and 1 in 100 (2 to 1 Percent)</p> <p>3a - Defended up to 1 in 100 (1Percent)</p> <p>Zone 3a(i): Developed areas with up to a 1 in 25 or greater annual probability of flooding in any year (4 Percent or greater)</p> <p>Zone 3b: Areas with up to a 1 in 25 or greater annual probability of flooding in any year (4 Percent or greater)</p> <p>Flood Defences</p>
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Flood risk is predicted to alter in the future due to climate change and sea level rise. Climate changes may result in different rainfall patterns, which could increase the flood risk and as a result of sea level rise the flood risk in the tidal parts of the Ouse catchment area will increase. Given the anticipated frequency of extreme weather events in the future another issue to consider for flooding is surface water runoff and drainage. Development can increase surface runoff through the use of non porous surfacing materials in development. Heavy rain events can therefore pose an increased flood risk unless there are areas which include openspace and permeable surfaces to let water filtrate into the ground. For more information on the impacts of climate change see page 25.



### Water Quality

In York, in 2006 75.32% of the river length was assessed as to have good biological quality which is an increase from 2003's percentage of 72.4 and above the national average of 53.6%. 50.33% of the river length in York has been assessed as having good chemical quality in 2006. This is a decrease from the 2003 figure of 62.4% but is near to the national average of 51.3%. The level of biological quality has stayed roughly the same since the previous survey date of 2000 however the chemical quality has declined from 72.4% of the river length being defined as good chemical quality in 2000. In the profile for the Vale of York from Natural England, the groundwater quality is stated as good in the east but poor in the west. All the rivers that have been assessed are of good chemical quality, including the rivers Ure and Ouse in the west. The ecological quality of the rivers in the area is classed as good or moderate, although a small stretch of river in the south-western corner associated with tributaries of the River Wharfe is classed as poor, as is the River Foss. Much of the central and northern parts of the NCA fall within the Yorkshire Ouse, Nidd and Swale catchment sensitive farming priority catchment, while parts of the south-east fall within the Yorkshire Derwent catchment sensitive farming priority catchment. (The catchment sensitive farming project offers advice and training to farmers and land managers in priority catchment areas to enable them to take voluntary action to reduce their high diffuse water pollution from agriculture to protect waterbodies and the environment.)

Humber River Basin Management Plan<sup>25</sup>, and Swale, Ure, Nidd and Upper Ouse Catchment Abstraction Management Strategy<sup>26</sup> states that in terms of surface water chemical status, the River Ouse is 'failing to achieve good' chemical status. Along the River Ouse, water quality improvements have been made in the past decade with the biological water quality of the Ouse classified as excellent to good in 2000. Furthermore, the chemical status of groundwater aquifers is 'good' in the west and 'poor' in the east of the NCA with the groundwater status in the Vale of York (in the Yorkshire Ouse, Nidd and Swale' priority catchment) identified as suffering from groundwater failures in 2001-2005 at certain locations due to a need for action on pesticide. High levels of pesticides, nutrients (nitrates and phosphate) and sediment loads within the watercourses of the east of the NCA are a result of diffuse agricultural pollution associated with intensive arable production and a large area under root crops, which also contributes to increased soil erosion. In the west of the NCA high phosphate and pesticide levels are associated with the dominance of arable farming and the high proportion of pig and poultry farms. The River Foss flows are dominated by wastewater treatment work discharges and land drainage, and there has been evidence of reduced water quality and nutrient enrichment.

### Key messages from the baseline

- York has a history of flooding which needs to be taken into consideration in the planning for the future of the city.
- Flooding is still likely and will effect people and businesses in York;
- There is a need to minimise future flood risk arising from the impacts of climate change;
- Flood risk in York arises from both river and surface water in York;
- Water quality is generally good with the main reasons for poor quality linked with agricultural farming practices.

<sup>25</sup> A: Current state of waters, Environment Agency (December 2009)

<sup>26</sup> Environment Agency (March 2004)

**Indicators**

Indicator	Area	Period	Value	National Average	Previous Value	Trend	Data Source	Indicator Source
Number of flooding events	York	2012	Tbc	Tbc	Tbc	Tbc	CYC	
Magnitude of flooding events	York	2012	Tbc	Tbc	Tbc	Tbc		
No. of applications referred to Environment Agency	York	2012	Tbc	Tbc	Tbc	Tbc		

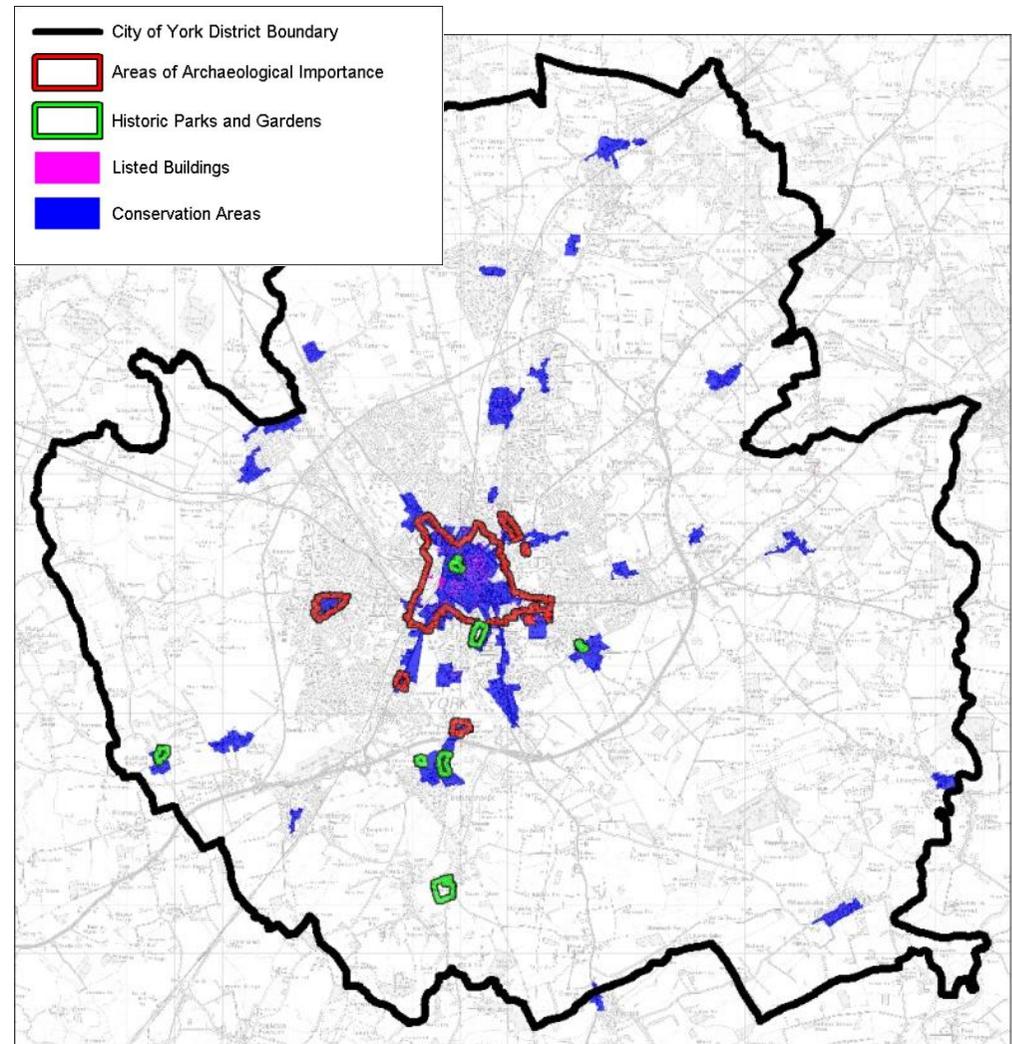
## HERITAGE ASSETS AND CONSERVATION

### Heritage Assets

The historic environment of the City of York is of international, national, regional and local significance. This is recognised through the existing national statutory designations that apply to heritage assets in the City of York. Much of the unique attractiveness of the city as a place to live, work and visit arises from its historical and cultural assets.

The City of York is one of only five historic centres in England that has been designated as an Area of Archaeological Importance as the Archaeology is of national and international significance. It is widely acknowledged that many of the deposits are as yet undiscovered and will only become apparent in the urban area through redevelopment of sites and in rural areas through agricultural practice and any new development. Key to maintaining this resource in the future is understanding that there are areas which have high archaeological value and which may need full excavation as well as the sensitivities between development and its impact on archaeological deposits in close proximity to make sure that they are preserved for the future.

York's wealth of historic buildings include: York Minster, England's largest (surviving) medieval church and the largest Gothic Cathedral in Northern Europe as well as 2,228 listed buildings of which 242 (15%) are Grade 1 and 2\*. There are 22 scheduled monuments in the city including the city walls, York Castle, Clifford's Tower and St Mary's Abbey. The City also has 4 registered historic parks and gardens, which include the Museum Gardens and Rowntree Park. In addition to this the city has 35 designated Conservation Areas, each of which is covered by Conservation Area Appraisal and have extra controls applied to them so that the character of the area can be preserved and enhanced. At the local level there is a



community-driven desire to adopt a list of locally significant buildings structures and spaces.

### Heritage at Risk

English Heritage's Heritage at Risk Register includes 3 sites within York. Two conservation areas are identified as at risk: Strensall and Towthorpe and The Racecourse and Terrys Factory. Both of these areas have been identified as being in a poor state. The racecourse and Terrys Factory are also considered to have a high vulnerability. Whilst the vulnerability of Strensall and Towthorpe is identified as medium, the trend in this conservation area is documented to be deteriorating. The this site is the Church of St May, Askham Richard. This grade II\* listed building is in poor condition with slow decay but has received grant with a solution agreed yet to be implemented.

### The Heritage Topic Paper

The Heritage Topic Paper (2014) draws together the evidence relating to the historic environment and translates this into an understanding of the city's special qualities and its complex 2000 year history. The evidence and understanding is then translated into the key influential factors, themes and six principle characteristics of the historic environment that helps define the

Key considerations in Heritage Topic Paper (2011)		
Factors	Themes	Characteristics
<ul style="list-style-type: none"> <li>• Geology</li> <li>• Climate</li> <li>• Topography</li> <li>• Landscape</li> <li>• Resources/Materials</li> </ul>	<ul style="list-style-type: none"> <li>• Economy (Farming, Trade, Industry, tourism)</li> <li>• Administration (government, education, health)</li> <li>• Ecclesiastical / Belief</li> <li>• Military / Defence</li> <li>• Communication</li> <li>• Residential</li> <li>• Leisure / performance</li> <li>• Landscape and setting</li> </ul>	<ul style="list-style-type: none"> <li>• Strong Urban Form</li> <li>• Compactness</li> <li>• Landmark monuments</li> <li>• Architectural character</li> <li>• Archaeological complexity</li> <li>• Landscape and setting</li> </ul>

special qualities. The factors are large-scale, almost deterministic environmental elements with which humans have interacted and produced the historic environment. The themes provide a high level categorisations which allows the narrative of human action to develop across chronological divisions. The characteristics provide both a means of describing this special historic character and of testing to potential impacts of policy.

### York's Historic Core

York Central Historic Core was only the second conservation area to be created under the Civic Amenities Act, which introduced the concept as a means to help local authorities protect and manage whole historic areas; the existing control, listing, was only intended for individual buildings. The Act – and the Planning (Listed Buildings and Conservation Areas) Act of 1990 which superseded it – defines conservation areas as *'areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance.'*

A study of the Central Historic Core was undertaken in two parts to enable an understanding of the character of the historic Core and how to manage it in the future. The first part sets out the Conservation Area's history and character at the city level and then divides the area into two dozen character areas.

The purpose of this first is to understand the history, form and functions of the city in order to identify, first, the Conservation Area's special interest, second, those issues which threaten to damage what is special about it and, third, opportunities for enhancing its appearance and character. The second part focuses on the management strategy for the area and recommendations for further work, including changing the conservation area boundary. The study recognises some of the key assets including the character areas identified, heritage assets of importance and why as well as key views analysis from around the authority and city centre.

- Medieval and Tudor shops and houses
- Medieval and Tudor civic and religious

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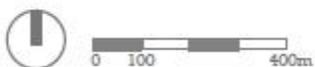
- Georgian shops and houses
- Georgian civic and religious

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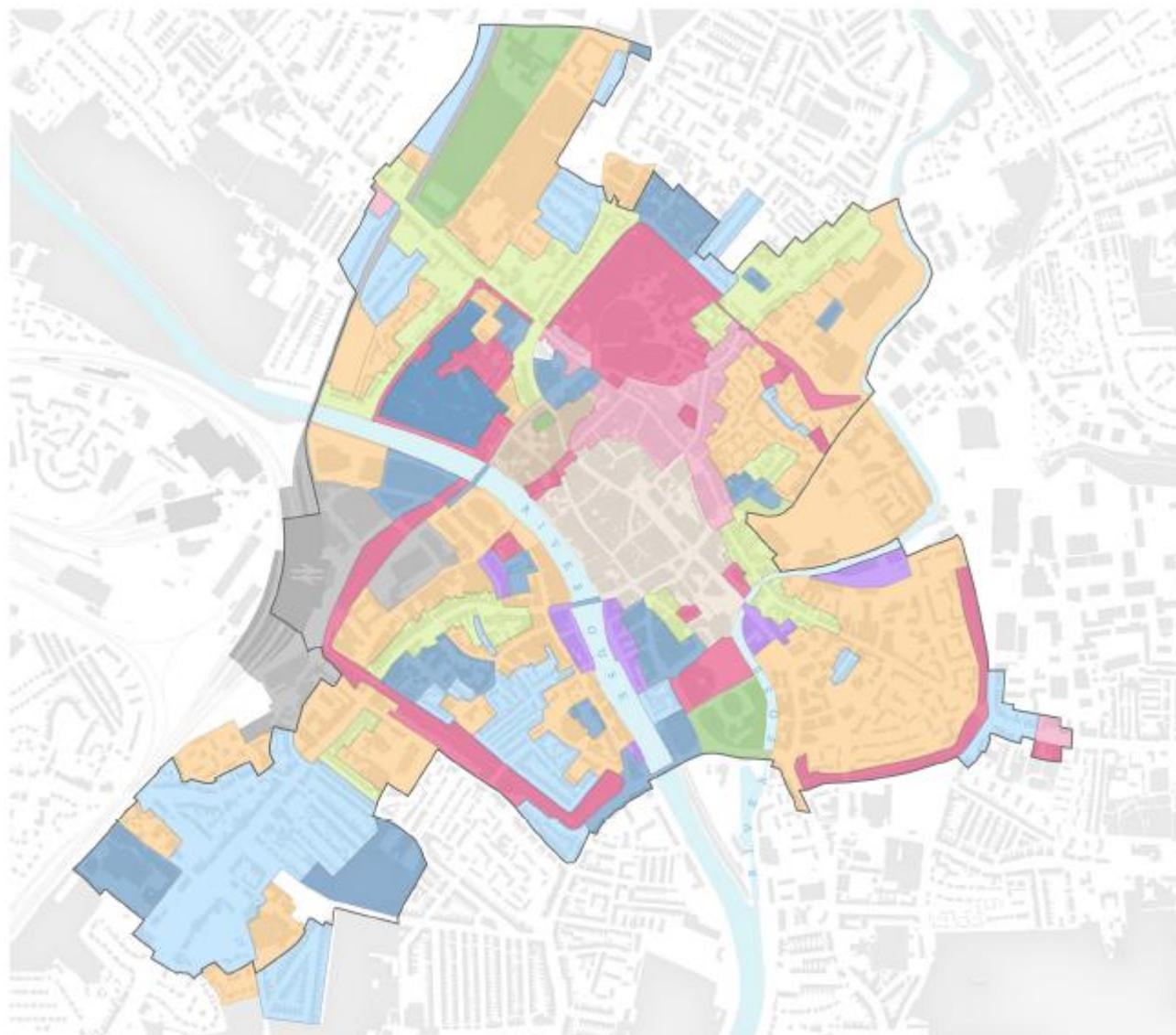
- Victorian and Edwardian housing
- Victorian and Edwardian civic and religious

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- 18th/19th century quayside and commercial
- 19th century railway development
- 19th / 20th century shopping area
- 20th / 21st century development
- Existing Conservation Area boundary



Source: Central Historic Core Conservation Area Appraisal (2012)



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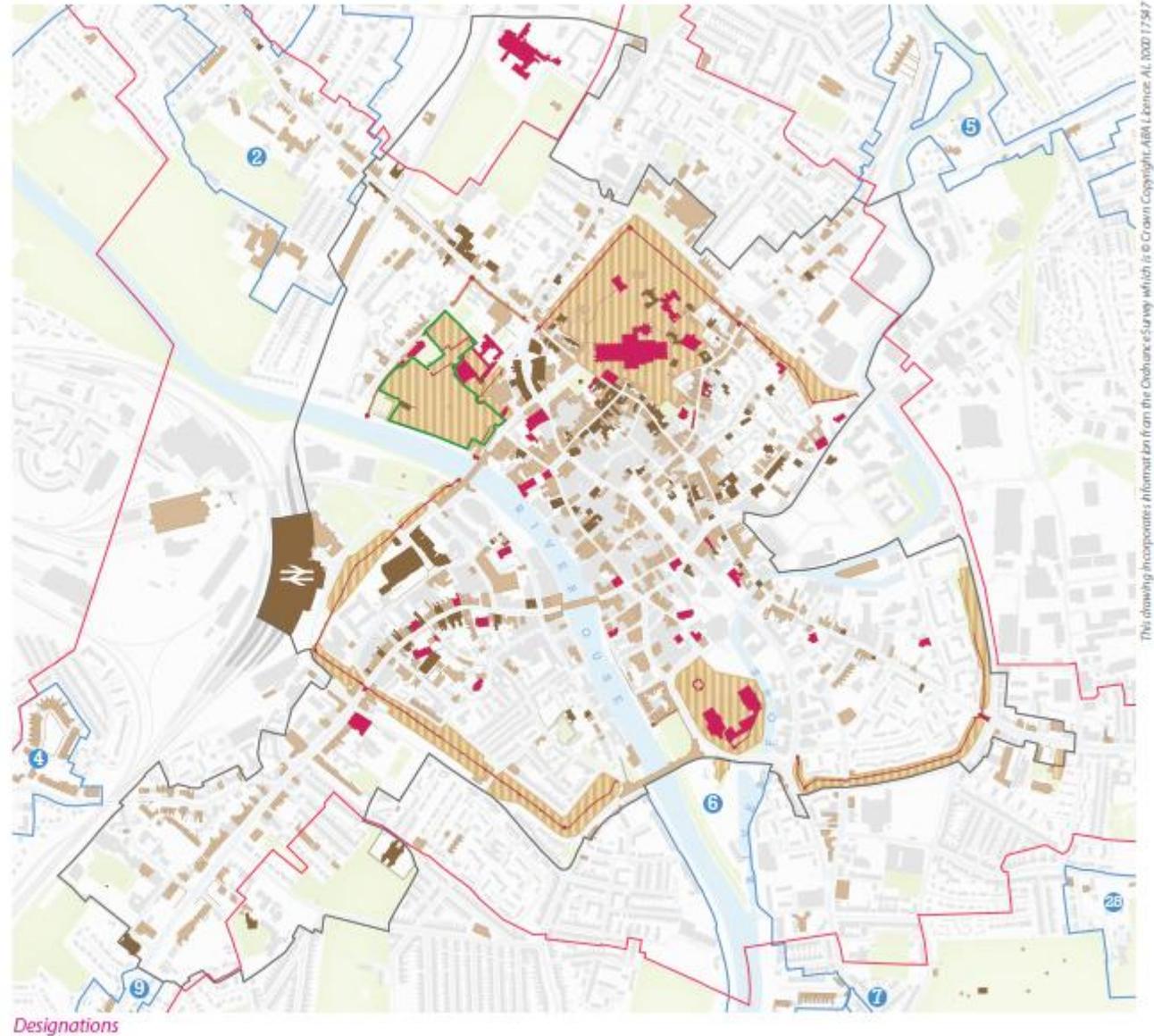
*Prevailing townscape and building character*

- Grade I listed building
- Grade II\* listed building
- Grade II listed building
- Scheduled Ancient Monument
- Registered Park and Garden
- Area of Archaeological Importance
- Central Historic Core Conservation Area boundary
- Adjacent Conservation Area boundaries

- Adjacent Conservation Areas*
- 4 No. 4 St Paul's Square/Holgate Rd
  - 9 No. 9 Tadcaster Road
  - 6 No. 6 New Walk/Terry Avenue
  - 7 No. 7 Fulford Road
  - 28 No. 28 Heslington
  - 5 No. 5 Heworth
  - 2 No. 2 Clifton



Source: Central Historic Core Conservation Area Appraisal (2012)



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Designations

**Key messages from the baseline**

- Historic character and setting is an integral part of the city's past and future;
- The attractive and unique historic environment contributes to/influences the economy, social and environmental functioning of the city of York;
- Appreciating the value of heritage assets is key to preservation and enhancement as well understanding any future impacts.
- Consideration needs to be given to the key views and assets which are identified to have a positive experience for the city.

**Indicators**

Indicator	Area	Period	Value	Previous Value	National Average	Trend	Data Source
Number of Listed Buildings	York	2012	2,228	n/a	n/a	n/a	CYC Listed buildings register
No. of Conservation Areas	York	2012	35	33 (2005)	n/a	n/a	CYC register of conservation areas
No. of buildings on the English Heritage Building at risk register	York	2014	1	0 (2012)	n/a		English Heritage Buildings at Risk Register (2012)
No. of conservation areas on the English Heritage Building at risk register	York	2014	2	2 (2012)	n/a		English Heritage Buildings at Risk Register (2012)

## LANDSCAPE

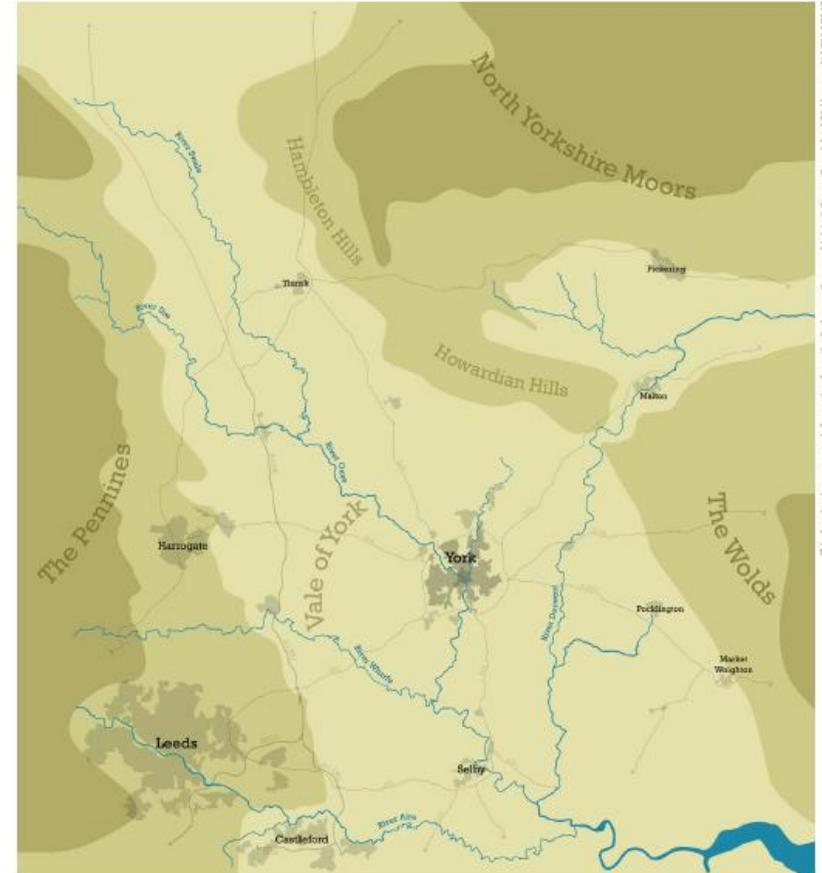
The European Landscape Convention defines Landscape as *“An area as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”* (Council of Europe 2000).

Natural England’s National Character Area for the Vale of York<sup>27</sup> describes how York sits astride the River Ouse in the centre of the Vale of York, where the Ouse meets its tributary the River Foss. The Vale is a large low-lying basin stretching over 30 miles from Northallerton in the north to the Humber estuary in the south. This bowl is enclosed on three sides by higher ground: the Pennines rising to the west and the North York Moors to the north, with the Howardian Hills at their foot, sweeping east and south to become the Yorkshire Wolds on the other side of the River Derwent.

The setting of York is characterised by open approaches leading towards the city. Long views are achieved across the relatively flat landscape with only occasional woods to interrupt extensive views. The series of green wedges in the city enable long views to be experienced from the outskirts of the city towards important city landmarks such as York Minster. The ring-road around York also allows an appreciation for the size and scale of the city as the flat approaches make possible long-distance views across the landscape towards York Minster. York Minster is a dominant feature within the City and views of this building are widely held to be very important in defining the special character of York and its setting. The open approaches enable the city to be experienced within its wider setting establishing a close relationship between the urban area, green wedges, surrounding countryside and the villages. The landscape of York is broadly characterised as relatively flat and low lying agricultural land dominated by the wide flood plain of the River Ouse, rising slightly to the east and surrounded by a relatively evenly spaced pattern of villages.

Specifically, the historic central city of York is recognised as important in the NCA as follows:

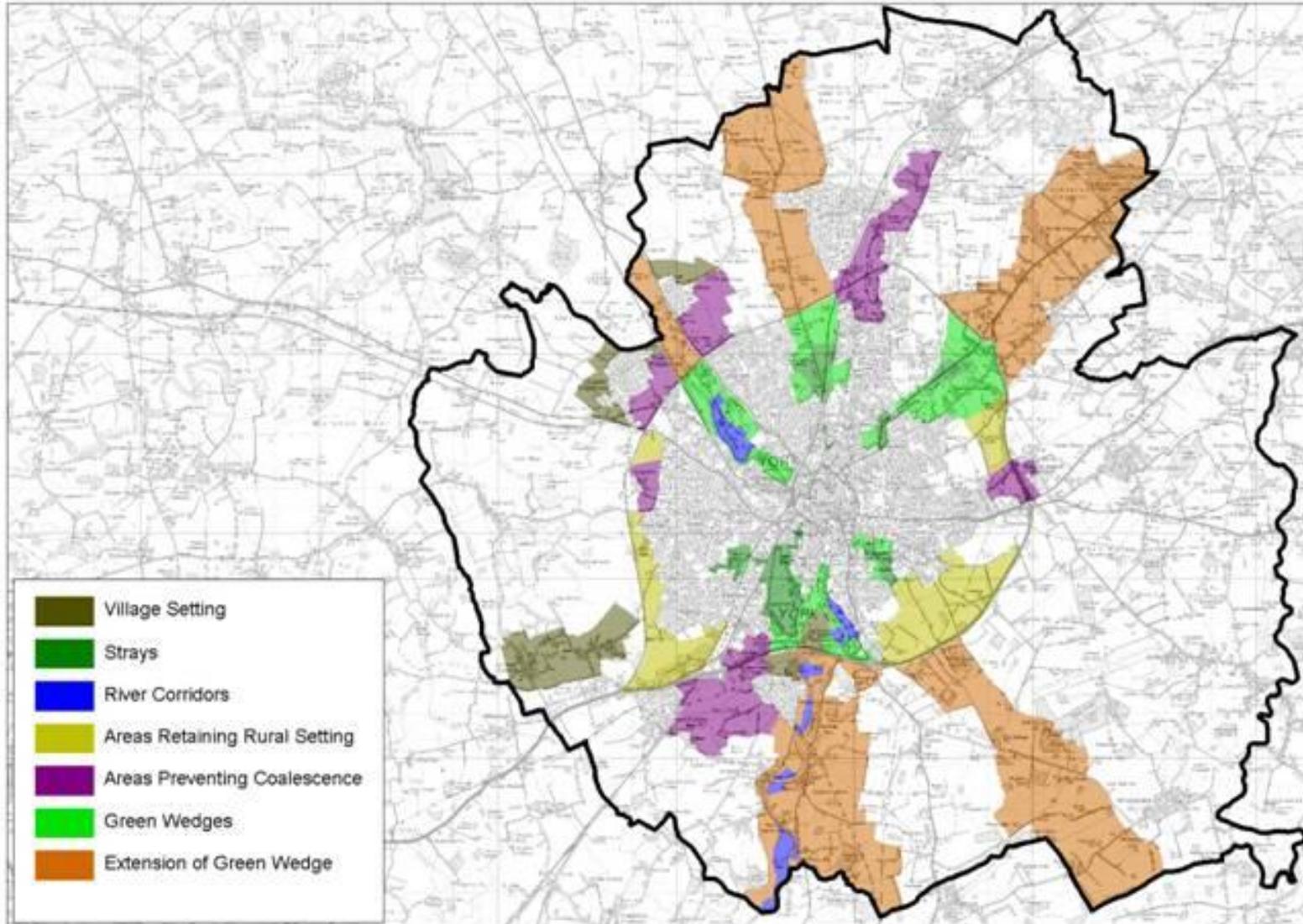
- The City of York sits at the centre of the NCA with roads radiating out from it as spokes on a wheel.
- York Minster forms a prominent landmark and focal point for the Vale and visitors to the area.
- There is pressure around the city that could lead to development sprawl that takes away from the enclosed dominance of the town centre.



<sup>27</sup> National Character Area 28: Vale of York (Natural England, 2012)

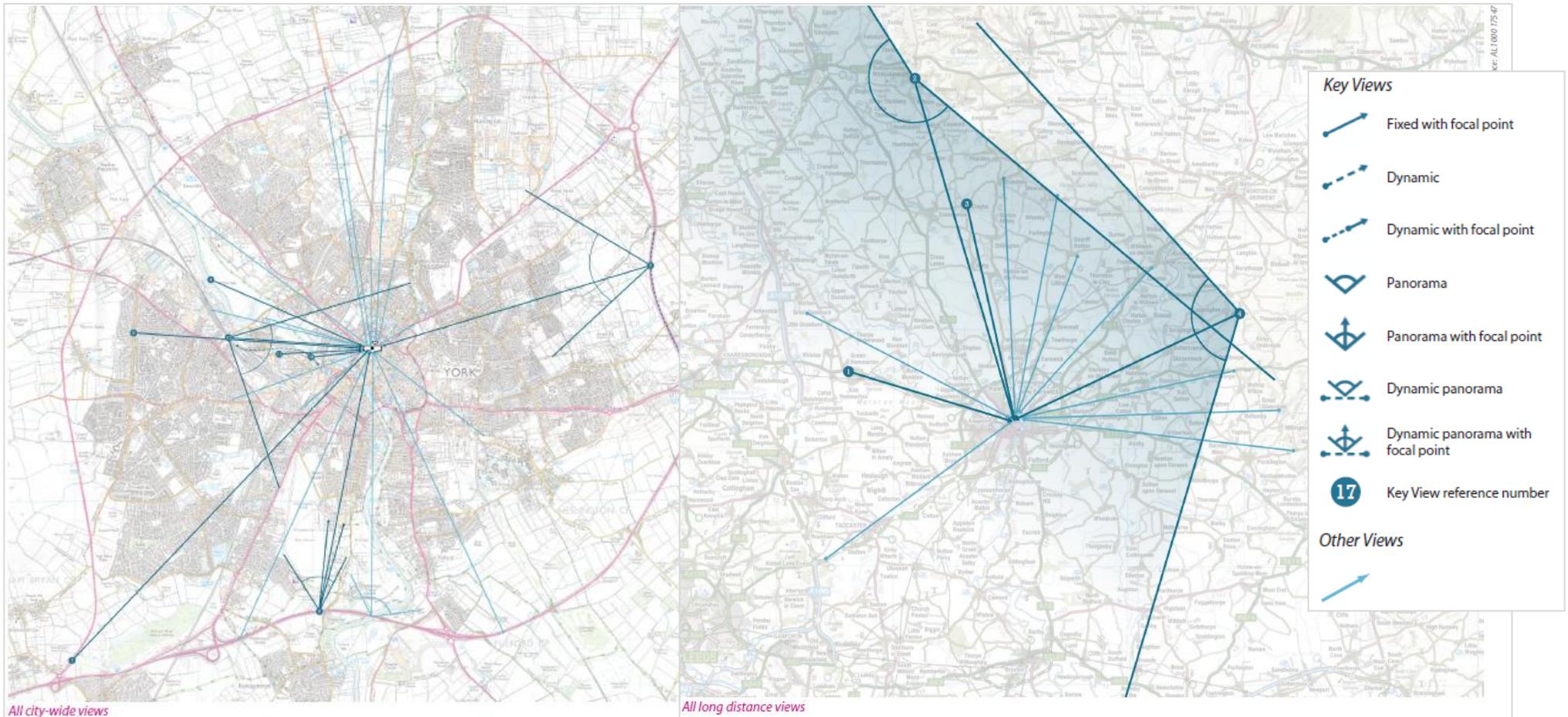
### Historic Character and Setting of York

In 2003, a Greenbelt Appraisal was undertaken to establish the areas which predominantly support the character and setting of the city. This work was updated in 2011 and again in 2014. The map on this page shows the different areas identified.



### Significant Landscape Views in York

The views of York were captured in the Central Historic Core Conservation Area Appraisal (2011). The maps illustrate that there are significant views from both within and outside if the York District boundary.



### Ecosystem Services

The Vale of York NCA <sup>28</sup> provides a wide range of benefits to society. Each is derived from the attributes and processes (both natural and cultural features) within with the area. These benefits are known collectively as ‘ecosystem services’. The predominant services can be summarised as:

- Provisioning service (food, fibre and water supply)
  - Food Provision: The Vale of York is part of a large swathe of agricultural land to the north and south. Glacial lake deposits have helped to produce high grade soils (54 per cent Grade 3 and 28 per cent Grade 2), and historic drainage has helped to make the area ideal for arable farming, with 82 per cent of the total area in cultivation.  
Water Supply: It also provides a large amount of water for local communities and for those as far away as Sheffield, both from underground aquifers and from abstraction from the rivers running through the NCA. The western part of the NCA overlies a Permo-Triassic sandstone aquifer (the Sherwood Sandstone aquifer, which is a major source of drinking water for the region). Rainfall is low in the NCA, and due to existing high levels of demand on these aquifers they currently have no water available for additional abstraction (except for a small area in the south-eastern corner)
- Regulating services (water purification, air quality maintenance and climate regulation)
  - *Regulating climate change:* A low proportion of carbon is stored within the first soil horizon (0–5 per cent) across most of the NCA, although there are pockets of higher soil carbon content which coincide with the heaths at Allerthorpe and Strensall as well as some areas underlying the south-western part of York.
  - *Regulating soil erosion:* Regulation of soil erosion is currently low, although almost half the soils in the NCA are not susceptible to erosion. The light, sandy soils across much of the Vale are prone to soil erosion, with wind erosion an increasing concern in this area. Intensive agricultural practices increase the risk of erosion, especially after heavy rains or in areas of poorly draining soil. The risks are also enhanced on the steeper slopes where bare or cultivated soil is exposed and where continuous cultivation of crops such as potatoes has reduced organic levels in the soil.
  - *Regulating soil quality:* Soil quality in its current state and management enables highly productive agriculture to prevail across the NCA. The value of slowly permeable, seasonally wet, slightly acidic but base-rich loamy and clayey soils (which cover 37 per cent of the NCA) could decrease, as such soils are susceptible to compaction and can be easily damaged when wet.
  - *Regulating water quality:* Groundwater quality in this NCA is good in the east but poor in the west. All the rivers that have been assessed are of good chemical quality, including the rivers Ure and Ouse in the west. The ecological quality of the rivers in the area is classed as good or moderate, although a small stretch of river in the south-western corner associated with tributaries of the River Wharfe is classed as poor, as is the River Foss. Much of the central and northern parts of the NCA fall within the Yorkshire Ouse, Nidd and Swale catchment sensitive farming priority catchment, while parts of the south-east fall within the Yorkshire Derwent catchment sensitive farming priority catchment. (The

<sup>28</sup> National Character Areas 28: Vale of York (Natural England 2012)

catchment sensitive farming project offers advice and training to farmers and land managers in priority catchment areas to enable them to take voluntary action to reduce their high diffuse water pollution from agriculture to protect waterbodies and the environment.)

- *Regulating water flow (flooding):* The NCA includes a large number of rivers that drain surrounding areas; high levels of drainage within the natural flood plains have increased the pressure on the river system, leading to a long history of flooding. The amount and speed of water arriving in the NCA are dependent on the condition of surrounding upland areas where the river headlands are located; land within the NCA is heavily drained, so more water arriving more quickly from surrounding areas increases flood risk locally. There is potential for a more naturalised regulation of flood waters in this NCA, although the system currently runs at capacity, especially along the River Ouse. Many sections of river have been canalised, disengaging them from their flood plains. These rivers cannot naturally deposit silt within flood plains, and build-up in the channels can exacerbate flooding problems by limiting the storage capacity of the waterbody. Restoration of washlands has helped to alleviate some of the flooding pressures in the lower parts of the Vale, for example to the north of the City of York.
- Cultural services (Inspiration, education and wellbeing)
  - *Sense of place/Inspiration:* Sense of place and cultural heritage services are dominated by the arable landscape and the major rivers that dissect the flat, open landscape. Semi-natural features such as remnant heathlands, ponds, wetlands, grasslands, hedges, hedgerow trees, copses, shelterbelts, remnants of ancient semi-natural woodlands and commons are scattered through the area, as are historic features such as irregular fields, Romano-British settlements, parkland associated with country houses, distinctive linear villages, isolated farmsteads, masonry bridges and vernacular buildings of traditional materials of mottled brick and pantile roofs. Within the walls of the City of York the historic buildings and minster provide a strong sense of place.
  - *Sense of history:* There is a great sense of history throughout the NCA and the landscape is littered with evidence of settlements from Roman times. History within the Vale has been dominated by the continuous mixed land use of lush river meadow pasture and productive, versatile soils. Villages within this landscape have a structure relating to post-Norman settlement and planning but also reveal subsequent medieval redevelopment and modification. The history of enclosure, management and cultivation of the land is evident in the landscape but is being eroded due to imbalance in activity (for example there is more arable land and less pasture now). The City of York provides a central focus for historic character and entertainment, education and recreation in the Vale, attracting local, national and international visitors. The development of the city through different periods can be experienced within the city walls.
  - *Recreation:* Recreation and access are supported by the Yorkshire Wolds Way and Ebor Way long-distance routes, the network of footpaths (816 km at a density of 0.8 km per km<sup>2</sup>) and small areas of open access land (0.28 per cent of the area is open access land). The relatively little open access land in this NCA reflects the high levels of private land ownership; areas and old estates that are open to the public provide good opportunities for recreation. Within the City of York itself opportunities exist for recreation focused around historically important sites and themes. New developments provide opportunities to improve access to and recreation in a wider number of sites and areas and to ensure that the public realm remains accessible and does not become privatised.
  - *Biodiversity:* The remaining heathland sites at Strensall Common and Allertorpe Common and the river flood plain of the Lower Derwent Valley are designated as Sites of Special Scientific Interest for their nature conservation value. The Lower Derwent Valley Special Protection

Area/Special Area of Conservation/Ramsar site is one of the most important traditionally managed, species-rich alluvial flood meadow habitats remaining in the UK. All the rivers and their corridors that flow through the Vale are important features for biodiversity, and reconnecting the rivers with the flood plain along these corridors and decreasing external pressures on them will have benefits for biodiversity.

Strensall Common and Allerthorpe Common feature the best remaining examples of heathland habitat in the NCA, supporting a number of rare invertebrates and birds.

Patches of semi-natural habitat and small features such as ponds, ditches, hedgerows and trees provide permeability to the wider landscape for biodiversity and act as important stepping stones through the agricultural areas. The NCA is a priority area for action to support farmland birds, species of which are declining.

### Key issues from the baseline

- York's Landscape is a primary feature of York's historic character and setting;
- There are specific elements of the landscape that need to be preserved in order to appreciate the whole of York's context;
- The City of York sites within the Vale of York which has key ecosystem services which need to be preserved or enhanced.
- Views from and to the landscape and built environment features are an important feature of York's character.

### Indicators

Indicator	Area	Period	Value	Previous Value	Trend	Data Source
Extent of local historic parks and gardens at risk/lost	York	2014	0	0 (2012)		English Heritage Buildings at Risk Register (2012)

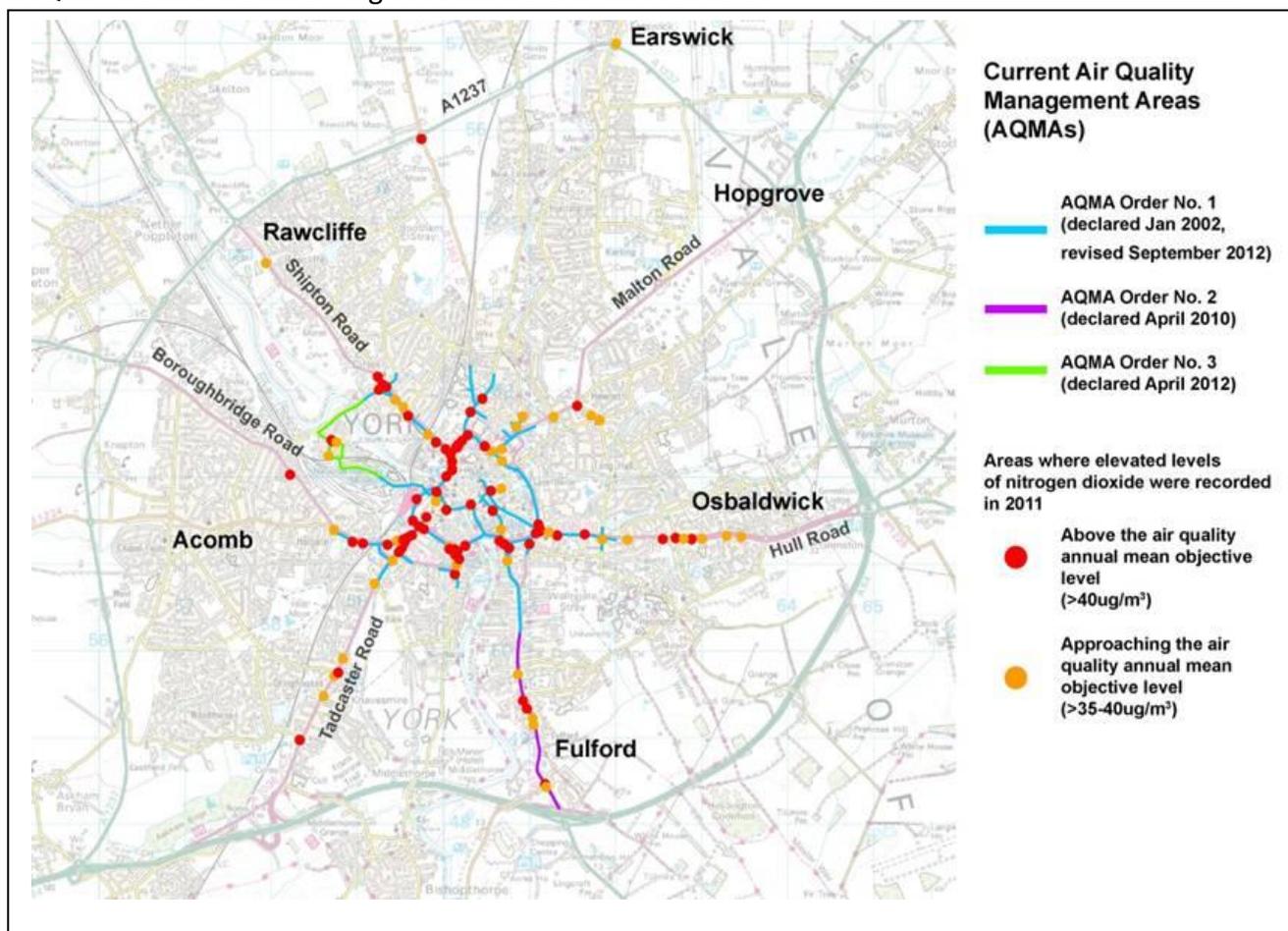
## AIR QUALITY

The Environment Act 1995 requires all local authorities to Review and Assess air quality in their areas and to declare Air Quality Management Areas (AQMAs) where health based air quality objectives are not being met. In 2002 City of York Council (CYC) declared an AQMA around the inner ring road where concentrations of nitrogen dioxide (NO<sub>2</sub>) were above the objective levels. Nitrogen dioxide is formed during all combustion processes (primary NO<sub>2</sub>), and can also be formed in the atmosphere from other pollutants (secondary NO<sub>2</sub>). The main source of nitrogen dioxide in York is traffic.

Concentrations of NO<sub>2</sub> within the city centre AQMA have continued to increase year on year since 2006 despite the introduction of two Air Quality Action Plans (AQAPs<sup>29</sup>). The health based annual average NO<sub>2</sub> objective continues to be exceeded at many locations around the inner ring road and more recently further air quality issues have been identified in suburban locations. A second AQMA was declared in Fulford in April 2010 (see next page) and, a third on Salisbury Terrace in April 2012 (see next page). In addition, the city centre AQMA has recently been

<sup>29</sup> Air Quality Monitoring/Low Emission Strategy Evidence Base

### Air Quality Management Areas



amended. The revised order reflects the wider area of the city centre now known to be affected by breaches of the annual average NO<sub>2</sub> objective and includes some additional areas where breaches of the hourly objective for NO<sub>2</sub> have also recently been detected (George Hudson St / Rougier St).

Following the declaration of the first AQMA in 2002, two Air quality Action Plans (AQAPs) were drawn up. These AQAPs have focused primarily on encouraging 'modal shift' with an emphasis on encouraging walking, cycling and public transport use. Whilst reducing the number of journeys undertaken by car remains an important aspect of air quality management in York, modal shift alone is not delivering a great enough improvement in air quality.

To improve York's air quality, emissions from the remaining vehicle fleet (including buses, HGVs and taxis) need to be reduced and further measures need to be put in place to minimise traffic emissions from development. This can be achieved by incentivising the uptake of low emission technologies (such as electric, hybrid and bio-methane vehicles) within the general vehicle fleet and by requiring developers to mitigate more effectively against transport emissions from their developments (by providing incentives for low emission vehicle use and contributing towards the cost of low emission infrastructure).

There also needs to be a more holistic approach to carbon and local air quality management to ensure all emissions to air are minimised as far as possible. An overarching Low Emission Strategy (LES) is now in place to address this issue. York has a vision to become the UK's first low emission city and the Local Plan has an important role to play in helping to deliver this. The planning elements of the Low Emission Strategy will be incorporated in a Low Emission Strategy Supplementary Planning Document (SPD). The SPD will set out standards and requirements for improving local air quality and provide detailed information on how applicants should approach planning applications where an air quality impact is anticipated.

Clear guidance in the form of a comprehensive schedule of the development triggers for each assessment type will be set out in the SPD, to ensure a clear and consistent approach. Information will also be provided on recommended low emission vehicle technologies and fuels that should be implemented to mitigate emissions. Mitigation measures are likely to include priority and parking incentives for low emission vehicles, the provision of electric charging points in new developments and car free developments. The potential of using developer contributions to fund low emission infrastructure and mitigate against emissions will also be explored.

Emissions to air will be a key consideration through the emerging Local Plan process. This will ensure that any air quality implications are identified at the outset, making sure that developments do not have a detrimental impact on air quality. In line with the National Planning

Policy Framework (NPPF), the cumulative air quality impact from individual sites in local areas will also be an important consideration for planning applications that are brought forward.

#### Key Issues from the baseline

- York's air quality continues to get worse in the city centre.
- A combination of measures is needed in order to tackle improving air quality including a model shift in Transport and moving to low emission technologies with supporting infrastructure.
- York's ambition is to become the first low emission city.

#### Indicators

Indicator	Area	Period	Value	National Average	Previous Value	Trend	Data Source	Indicator Source
NI185: Council CO <sup>2</sup>								
NI186: CO <sup>2</sup> Emissions								
NI188: Planning to Adapt to Climate Change								
Amount of reduction in Annual Mean Nitrogen Dioxide (NO <sub>2</sub> ) concentrations								
Amount of reduction in Annual Mean Particulate (PM <sub>10</sub> ) concentrations								
% above or below legal requirements for NO <sub>2</sub> and PM <sub>10</sub>								
Reduction in emissions to air to be determined through emerging Council's Low Emissions Strategy								

Indicator	Area	Period	Value	National Average	Previous Value	Trend	Data Source	Indicator Source
Number of electric vehicle charging points								
Number of new developments which incorporate low emissions technologies								

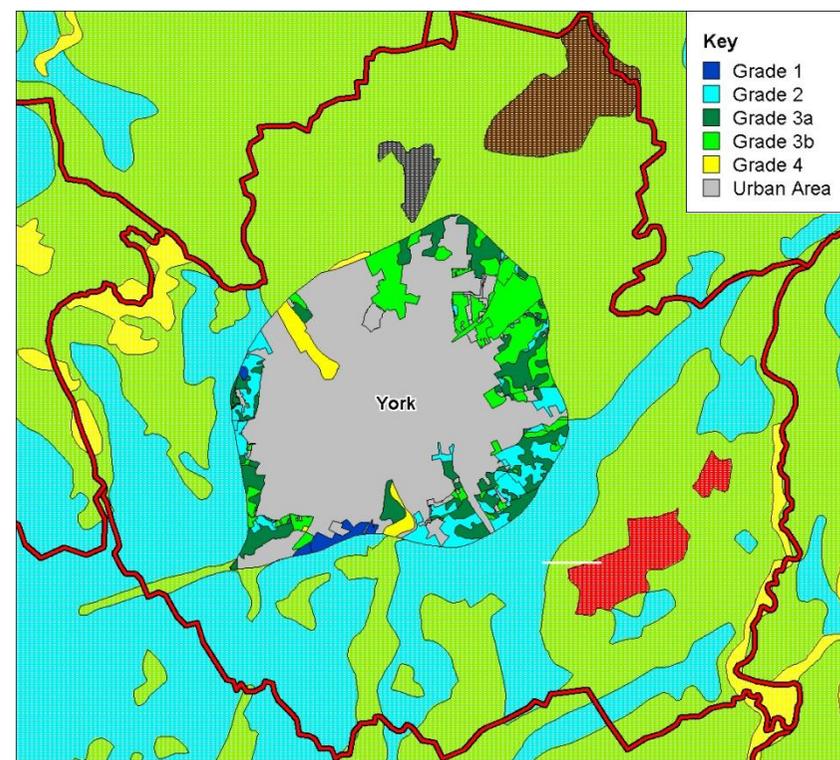
## SOILS

### Agricultural Land

Natural England's character appraisal of 'The Vale of York'<sup>30</sup> is an "area of relatively flat, low-lying land surrounded by higher land to the north, east and west. High-quality soils across most of the National Character Area (NCA) mean that arable cultivation is the predominant land use, although some pig and dairy farming takes place in the western parts of the NCA. A key feature of the NCA is the rivers that drain surrounding higher land and run southwards through the Vale on towards the Humber basin."

Overall, the Vale of York has good quality agricultural soils with just over half of the area has soils classified as Grade 2 and almost a quarter is classified as Grade 3<sup>31</sup>. Most of the highest quality agricultural soils (Grade 2 soils) are found in the south west and scattered across the northern half of the NCA. The map showing the Agricultural Land Classification (2002) shows this in the context of the authority boundary.

The high agricultural grade soils in the NCA are important for food production. The slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils (37% of the NCA) may suffer compaction and/ or capping as they are easily damaged when wet. In turn, this may lead to increasingly poor water infiltration and diffuse pollution as a result of surface water run-off. In areas with slightly acid loamy and clayey soils with impeded drainage (11%) the soils are easily poached by livestock and compacted by machinery when the soil is wet and the weak topsoil structures can easily be damaged.



<sup>30</sup> NCA Profile 28: The Value of York, Natural England (2012) <http://publications.naturalengland.org.uk/publication/3488888>

<sup>31</sup> Agricultural Land Classification (ALC), 2012

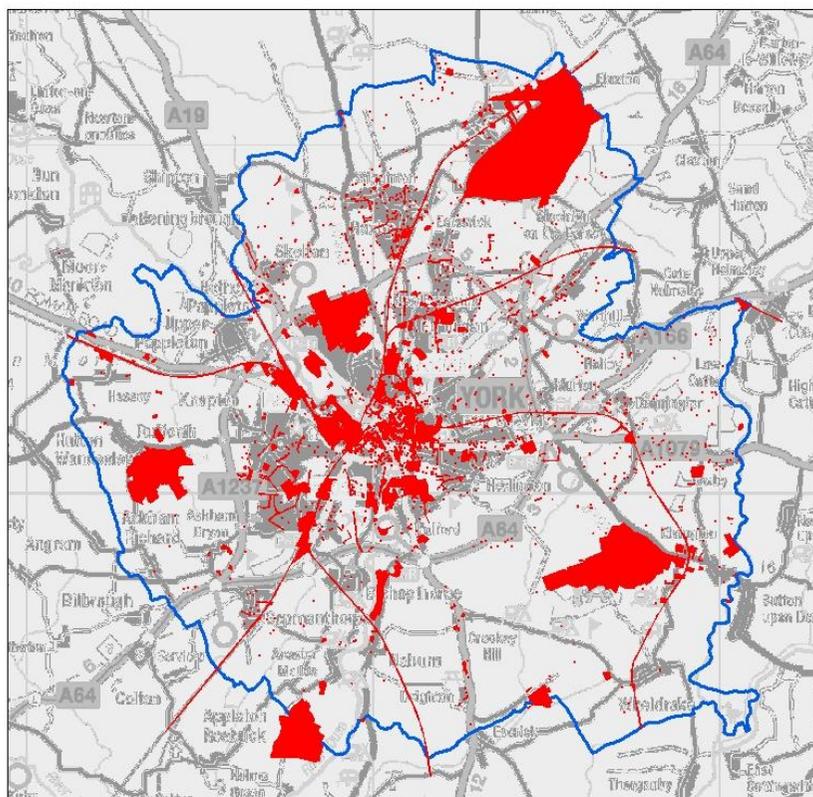
## Contamination

The UK has a considerable legacy of historical land contamination involving a wide range of substances. On all land there are background levels of substances, including substances that are naturally present as a result of our varied and complex geology and substances resulting from diffuse human pollution. On some land there are greater concentrations of contaminants, often associated with industrial use and waste disposal. In a minority of cases there may be sufficient risk to health or the environment for such land to be considered contaminated.

Part 2A of the Environmental Protection Act 1990, which was created by Section 57 of the Environment Act 1995, establishes a legal framework for dealing with land contamination in England. In addition, land contamination is a material planning consideration under the Town and Country Planning Act 1990 and is also addressed in the National Planning Policy Framework.

The overarching objectives of the Government's policy on land contamination are to identify and remove unacceptable risks to human health and the environment, and to ensure that land is suitable for its current/proposed use.

The council published its first Contaminated Land Strategy in July 2001, to outline its strategic approach for carrying out its statutory inspection duties and for securing remedial action. The strategy was reviewed and updated in 2005 and 2010, and is next due to be reviewed in 2013. The council has currently identified 3,669 potentially contaminated sites within the city. All of the potentially contaminated sites have a past industrial use or have been used for waste disposal activities.



Topographic Map: Ordnance Survey © Crown Copyright. All rights reserved City of York Council Licence No. LA 10020818

**Potentially Contaminated Sites in York**

■ Potentially Contaminated Sites  
 Council Boundary

The council will consider the potential implications of land contamination, both when it is developing plans and when it is considering individual applications for planning permission. Developers must submit appropriate contamination assessments with planning applications. If there is potential for contamination to influence the site, planning conditions will be imposed to ensure that the site will be safe and suitable for the proposed use. It is the responsibility of the developer to investigate and cleanup land contamination as necessary.

#### Key messages from the baseline

- There are contaminated land sites across the city which would require remediation should it be taken forward for development.
- There are crossovers between land contamination with natural resources and people's health and well-being;
- Agricultural Land in York is predominantly of good quality and therefore valuable for farming.

#### Indicators

Indicator	Area	Period	Value	National Average	Previous Value	Trend	Data Source	Indicator Source
The number of planning applications that investigate and remediate land contamination prior to redevelopment.								
Amount of development on Previously Developed Land								

## RESOURCE CONSUMPTION, ENERGY AND WASTE

### Eco Footprint

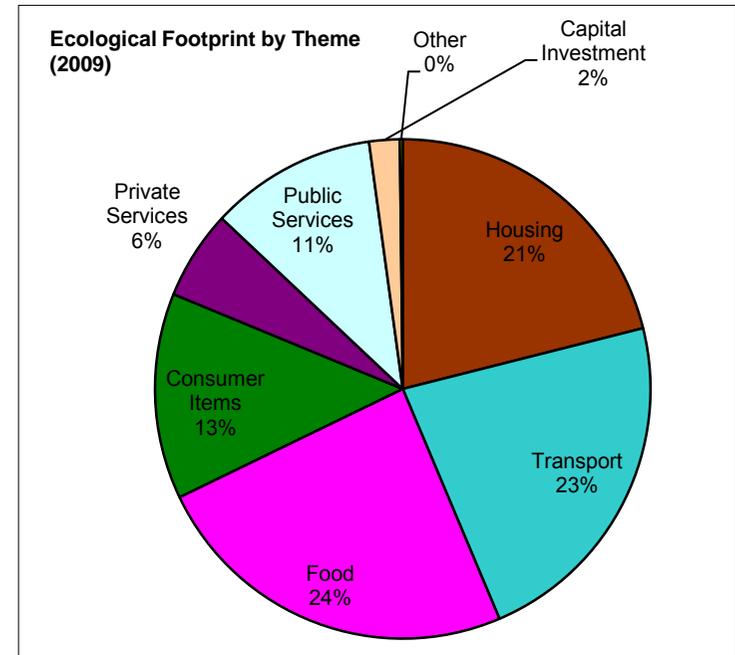
Reducing our ecological footprint is a key aim of 'One Planet Living'<sup>32</sup>. The vision of One Planet Living is: A world in which people everywhere can lead happy, healthy lives within their fair share of the Earth's resources. The available footprint is 1.8 global hectares (gha) per person. Currently, York's ecological footprint is 4.72 global hectares (gha) per person<sup>33</sup>, which is just over the UK average of 4.64 gha per person (SEI, 2009). York's footprint has decreased since 2001 and 2006 a footprint of 6.3 and 5.38 global hectares per person respectively. The City of York Community Strategy (Without Walls) sets a target for the progressive reduction of York's ecological footprint to 3.5ha per person by 2033. To achieve the goal of 'One Planet Living' this would need to reduce further to the 1.8 ha per person figure. York's carbon footprint agenda is set out in the Climate Change section of this annex.

Another measure in understanding York's global impact is the Carbon Footprint. The average carbon footprint for a York resident is 16.74 tonnes of CO<sub>2</sub>. For more information see the Climate Change section of this annex.

### Water Resources and Consumption

Yorkshire Water state that the reservoirs are 98% full currently (Nov 2012) but still promote water efficiency to safeguard the resources. The average person uses 65,000 litres per year or 180 litres per day<sup>34</sup>. As people own more appliances which use water, water efficiency is paramount to ensuring that water resources are available in the future.

Water for York is abstracted from the River Ouse and River Derwent. Increase in development and population will lead to further water resource abstraction, which may impact on the two rivers. The depletion of the Sherwood aquifer is a priority consideration for development in the York sub zone.



<sup>32</sup> One Planet Living (OPL) is a joint initiative of BioRegional and the World Wildlife Fund (WWF). It aims to make sustainable living easy, attractive and affordable throughout the world.

<sup>33</sup> Taken from the results released in October 2009 by the Stockholm Environment Institute

<sup>34</sup> Yorkshire water (2012)

Yorkshire Water's Water Resources Management Plan (2014) has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The document forecasts demand and the measures which will help to ease any deficit in the future. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. The new housing forecast detailed within the report has been based on information from the National House-Building Council, Cambridge Econometric and current Yorkshire Water data and assumes an uptake of 120 litres/head/day in new properties. This data was used to amend the initial forecasts provided by Experian to take account of Yorkshire specific development plans at that time.

York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. Climate change is the predominant factor considered to lead to a deficit in supply. The solutions proposed to meet the forecast supply demand deficit in the Grid SWZ is a balance of demand reduction options and the development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.

#### Energy Consumption and resources

The average domestic consumption of electricity and gas has been decreasing since 2006 with York consistently below the national average (DECC). Similarly, the consumption for commercial and industrial gas and electricity show a decrease in consumption.

The council is committed to reducing fuel poverty and improving housing standards as well as reducing the carbon footprint of housing in the city. To this end the Council works with Yorkshire Energy Partnership to run free insulation programmes, areas based insulation schemes and also social schemes including the installation of electricity generating solar PV panels on over 400 council homes. Between 2010 – 2012 over 4000 residents also received impartial advice on energy efficiency and renewable energy generation.

Consumptions Statistics	2012		2010	
	Average gas consumption	Average electricity consumption (kWh)	Average gas consumption	Average electricity consumption (kWh)
<b>Average household in York</b>	14,968	3,730	15,575	3,819
<b>Average UK household</b>	14,080	4,014	15,087	4,150
<b>Average commercial in York</b>	538,322	66,159	565,557	73,856
<b>Average UK commercial</b>	688,941	75,372	670,316	76,863

Source: DECC, 2014

New figures for CO<sub>2</sub> across the city show the impact of the bad winter in 2010 across York with a similar impact across the rest of the country. Domestic, Industry and Commercial CO<sub>2</sub> all went up in 2010 increasing overall CO<sub>2</sub> by 6% with Industry going up 9.1% and domestic up 8.5%<sup>35</sup>. Estimates (based on DECC estimate of 8% energy consumption reduction between 2010 and 2011) show a more positive picture for 2011 with emissions falling again. However, total emissions have fallen by 13% from 1.3 million tonnes ( or 1,302 kilo tonnes) in 2005 to just over 1.13 million tonnes (or 1,131 kilo tonnes) of CO<sub>2</sub> in 2010. This is a reduction of just over 170,000 tonnes of CO<sub>2</sub>.

The issue of renewable energy production has become prominent based upon the national drive to reduce carbon emissions and produce more sustainable fuel. The UK Renewable Energy Strategy sets out aspiration for 30% of electricity and 12% of heat to be supplied from renewable energy. A Renewable Energy Viability Study for York has been commissioned to look at the energy profile of York and its potential to generate renewable energy as well as demands for energy in the future. This report states that the demand for electricity is expected to reach 820,819 MWh and 1,785,076 MWh of heat per year by 2020. In order to achieve the aspirations set out by the UK Strategy, York will need to produce 246,246 MWh of electricity and 214,209 MWh of heat from renewable sources by 2020. At the moment the expected renewable energy development will only account for 2% of demand and therefore it needs to be promoted in development more. Recommendations regarding the most appropriate renewable energy to implement in the city will inform the Sustainability Appraisal.

Through the Renewable Energy Viability Study for York it estimated that in 2010 York had just under 10 MW of installed generating capacity from renewable / low carbon technologies. In addition to this, between April 2010 and October 2012, 1327 renewable energy installations have been registered under the Feed-In-Tariff. This equates to an additional installed capacity of 4.5MW of energy.

### Waste

The City of York has a positive decreasing trend for decreasing the tonnes of waste produced. The amount of waste that was landfilled has reduced to 55.1% (2011/12) from a 2004/05 baseline figure of 82.2%. Similarly, there has been a significant increase in the amount of recycling that has occurred with the vast majority of residents having a kerbside recycling collection service. Recycling and waste management is high on the council agenda to promote sustainable living and has been presented in campaigns to the public heavily over the past couples of year. It is expected that improvements will be made each year hence forth.



CO <sub>2</sub> emissions for York				
Year	Industry and Commercial (kilo tonnes)	Domestic (kilo tonnes)	Road Transport (kilo tonnes)	Grand Total (kilo tonnes)
2005	535.9	460.9	305.2	1,302.0
2006	531.5	457.6	305.6	1,294.6
2007	441.9	440.2	307.0	1,189.1
2008	429.7	438.4	294.6	1,162.7
2009	381.4	397.4	284.9	1,063.7
2010	417.0	431.0	283.5	1,131.5
2011	371.0	382.0	275.0	1,028.9

(source: DECC)

<sup>35</sup> DECC, 2013

In order to process waste effectively in the future, City of York and North Yorkshire County Council form the North Yorkshire Waste Partnership. As part of this the partnership are working to find a sustainable solution to the sub-regions waste in the future and are now looking to finalise a contract using the Private Finance Initiative (PFI). Ameycespa, who the partnership are working with, propose to build a new facility in the site of an existing quarry and landfill site at Allerton, a site adjacent to the A1 between York and Knaresborough. The site proposes a number of methods which will aim to recover value from almost every aspect of the waste through generating energy. This will take place through:

- Mechanical treatment : to screen out organic matter and recover metal, paper and plastic
- Anaerobic digestion: to treat organic waste and generate 1.1MW of renewable 'green' electrical power
- An energy from waste plant treating remaining waste after separation of recyclables and generate around 24MW of power.
- An Incinerator Bottom Ash plant to process residual ash into an aggregate which can be used in construction.

#### Key Issues from the Baseline

- York has reduced its overall consumption of energy resources over the past few years and this trend is likely to continue<sup>36</sup>;
- A key consumer of resources is transport<sup>37</sup>;
- External factors such as the weather is likely to continue to impact on consumption;
- The Council is committed to resource and carbon reduction through energy efficiency<sup>38</sup>;
- Water resources are not likely to have a significant effect on York as the household consumption has been built into Yorkshire water's model. Water efficiency however is still required<sup>39</sup>;
- The amount of waste produced in York is reducing whilst the levels of recycling and composting has increased in line with a decrease in landfill<sup>40</sup>.

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<sup>36</sup> DECC

<sup>37</sup> DECC

<sup>38</sup> CYC, Climate Change Action Plan

<sup>39</sup> Yorkshire Water, 2014

<sup>40</sup> CYC

## Indicators

Indicator	Area	Period	Value	Previous Value	Trend	National Average	Data Source	Indicator Source
Average annual domestic consumption of gas (kwh) in York	York	2010	15,575	18,266 (2006) 17,563 (2007) 16,938 (2008) 15,505 (2009)		England & Wales - 15,087	DECC: Statistics & high level indicators	National Quality of Life
Average annual commercial and industrial consumption of gas (kwh) in York	York	2010	565,557	833,706 (2006) 607,144 (2007) 592,327 (2008) 549,192 (2009)		England & Wales - 670,316	DECC: Statistics & high level indicators	
Average annual domestic consumption of electricity (kwh) in York	York	2010	3,819	3977 (2007) 3817 (2008) 3,820 (2009)		England & Wales - 4,150	DECC: Statistics & high level indicators	
Average annual industrial consumption of electricity (kwh) in York	York	2010	73,856	72,212 (2006) 67,598 (2007) 67,631 (2008) 70,215 (2009)		England & Wales - 76,863	DECC: Statistics & high level indicators	
Estimated number of households in fuel poverty	York	2010	13404	13,100 (2009)		North Yorkshire - 90,407	DECC, Fuel Poverty statistics	
% of households fuel poor	York	2010	16.1%	15.7% (2009)		North Yorkshire - 19.8%	DECC, Fuel Poverty Statistics	
Number of kg of household waste collected per head of population	York	2011/12	tbc	629 (2008/09) 614 (2009/10) 582 (2010/11)		n/a	City of York Council Plan NPI 191	National Quality of Life Indicators, CLG; Sustainable Communities, Egan Review;
% of household waste which has been recycled and composted	York	2011/12	tbc	45.1% (2008/09) 43.26% (2009/10) 45.1% (2010/11)		12.4	City of York Council NPI 192	National Quality of Life Indicators, CLG; Sustainable Communities, Egan

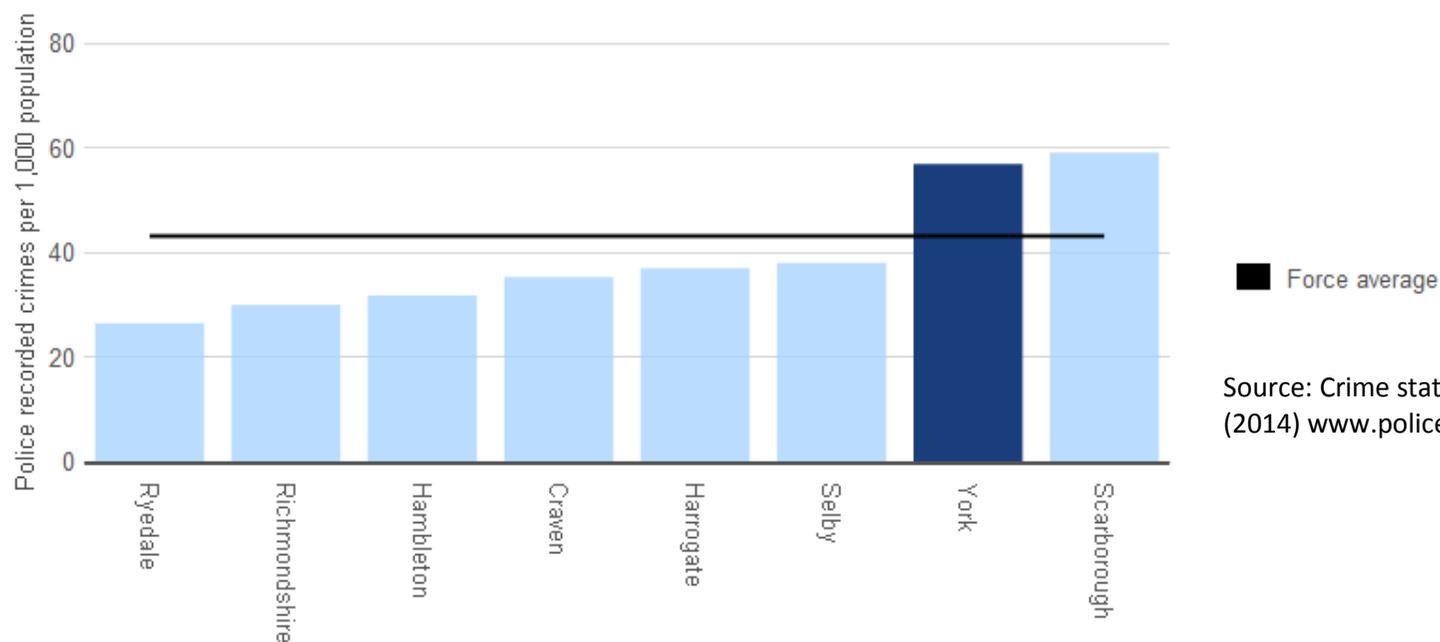
								Review;
% of household waste which has been landfilled	York	2011/12	tbc	55.1% (2008/09) 56.7%(2009/10) 54.5% (2010/11)		n/a	City of York Council Plan NPI 193	National Quality of Life Indicators, CLG; Egan Review;
% of households resident in the authority's area served by kerbside collection of at least two recyclables	York	2011/12	tbc	86.7% (2006/07) 86.98% (2007/08) 87% (2008/09) 92.3 (2009/10) 99.4% (2010/11)		n/a	City of York Council Plan local indicator	National Quality of Life Indicators, CLG; Sustainable Communities, Egan Review;

## COMMUNITY SAFETY

The City of York Community Safety Plans have been produced by the Safer York Partnership (a multi-agency partnership with City of York Council, North Yorkshire Police, North Yorkshire Fire and Rescue and others). Following a full audit of multi-agency data on crime and disorder and a public consultation exercise, the 2011-14 strategy identified the top issues to be address within York were: dwelling (house) burglary, violent crime, anti-social behaviour and vehicle crime. The community consultation also identified drugs and alcohol and speeding traffic as causing most concern to the community.

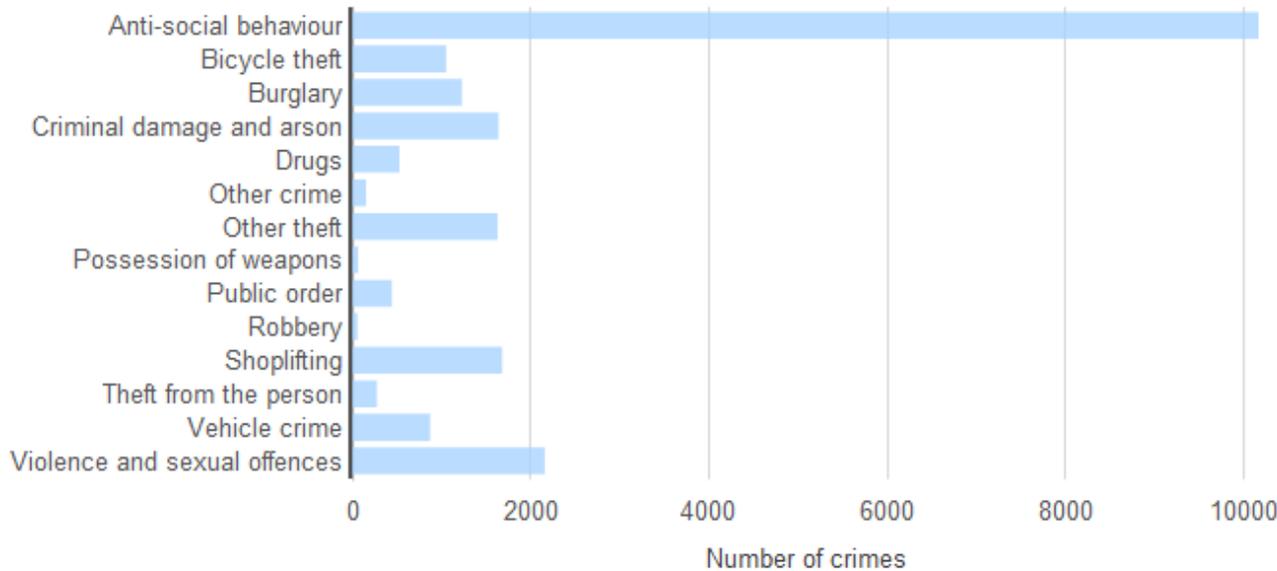
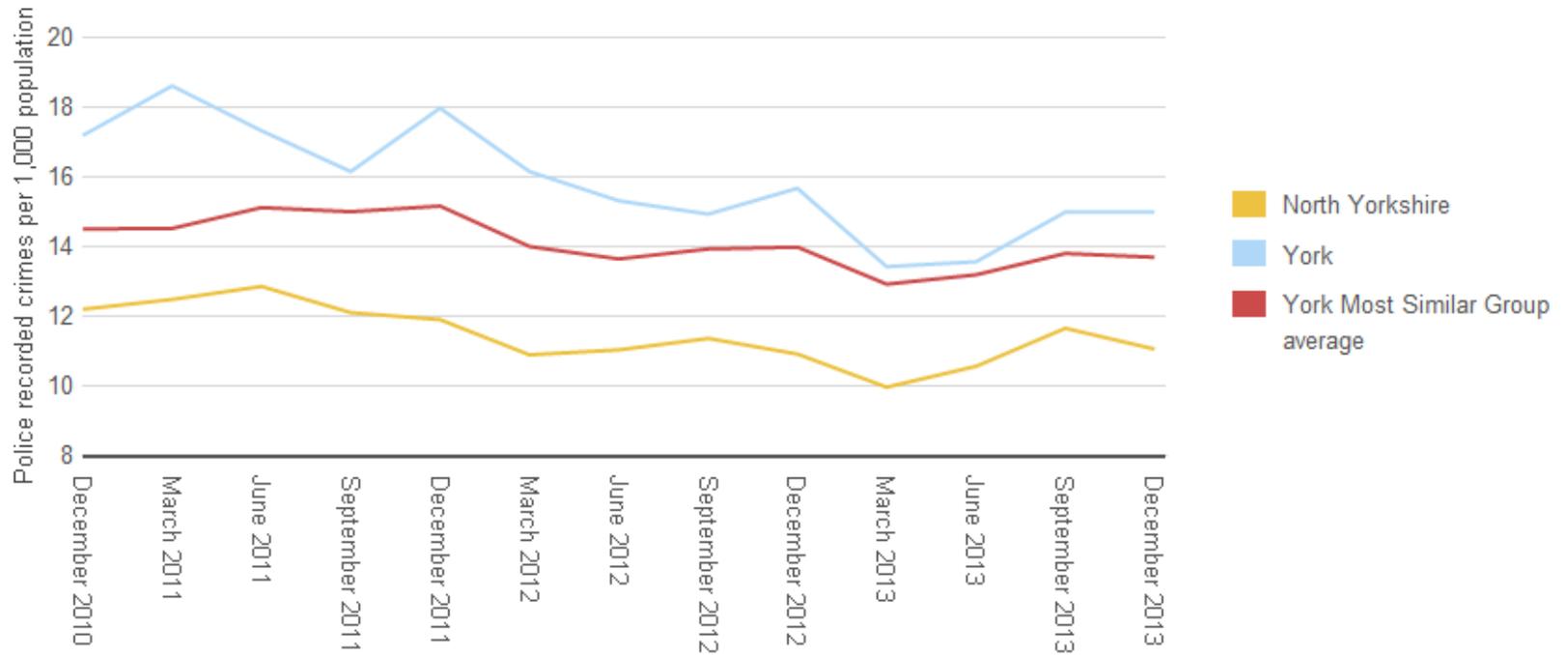
In York's 'Big Survey' of the population, 80% of the people surveyed agreed that they felt York was a safe city to live in, relatively free from crime. 79% of people also agreed that their local area was a safe place to in live in, relatively free from crime and violence. 63% of people agreed with the statement that "In general, I am not worried about crime/anti-social behaviour in my area".

In the year ending December 2013, the average crime rate in York is higher than the current regional average for North Yorkshire.



Source: Crime statistics (2014) [www.police.uk](http://www.police.uk)

Total crime in York dropped by 10% (1623 crimes) in 2011-12 compared to 2010-11 (North Yorkshire Crime Report, 2013). The first five months of data available for 2013/14 suggest that crime continues to reduce and at present is predicted to be between 5 and 10%



Statistics collected by the Police in York show that between May 2013 and April 2014, the highest number of reported crimes was anti-social behaviour.

**Key messages from the baseline**

- People generally think York is a safe place to live;
- Crime rates are decreasing;
- Support for the future should be aimed at helping to meet the objectives and identified priorities set out in the Community Safety Plan.

**Indicators**

Indicator	Area	Period	Value	Previous Value	Trend	Data Source
How much do you agree that York is a safe city to live in, relatively free from crime and violence?	York	2013	80% agree	74.4% agree (2012)		Big York Survey
How much do you agree that your local area is a safe place to live in, relatively free from crime and violence?	York	2013	79% agree	78.5% agree (2012)		Big York Survey
Agree/Disagree with the statement "I am not worried about crime or anti-social behaviour that happens in my local area"	York	2013	63% agree 23% disagree	65.1% agree, 21.6 disagree (2012)		Big York Survey

# Appendix E

## Appraisal of Development Principles

**Table E.1 Effects of Vision and Development Principles (DP1-DP4) Policies**

SA Objective	Vision and Development Principles					Commentary on the effects of each policy*
	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	
1. To meet the diverse housing needs of the population in a sustainable way.	++	++	++	+	++	<p><b>Likely Significant Effects</b></p> <p>It is considered that the implementation of policies DP1 – DP4 will have a significant positive effect on meeting the diverse housing needs of the population. Policy DP1 includes an aim to ensure that the City of York’s current and future population including that arising from economic and institutional growth is met within the York local authority area and development should not have an adverse effect upon the City of York or features extending beyond its own boundaries.</p> <p>This positive assessment is repeated for Policy DP2 which identifies that strong communities will be built by addressing the housing and community needs of York’s current and future population whilst Policy DP3 seeks to create a sustainable, balanced community through the provision of an appropriate range of housing. Policy DP4 has been appraised positively on the basis that the Council will take a positive approach to determining planning applications which reflects the presumption in favour of sustainable development contained within the NPPF.</p> <p><b>Mitigation</b> No mitigation required.</p> <p><b>Assumptions</b> No assumptions identified.</p> <p><b>Uncertainties</b> None.</p>
2. Improve the health and well-being of York’s population.	++	++	++	+	++	<p><b>Likely Significant Effects</b></p> <p>It is expected that policies DP1-DP3 will make a significant contribution to improving the health and well-being of the City’s population. The policies seek to promote public transport, improving cycle and pedestrian networks (thus providing an alternative to the private car). The</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	Commentary on the effects of each policy*
						<p>policies also make provision to improve air quality and to limit environmental nuisance from development.</p> <p>Access to natural and semi-natural environments of various kinds, and in reasonable proximity to where people live and work, is a long-proven benefit to human health. These policies will make a fundamental contribution to help realise that potential.</p> <p>The policies have the potential to make a significant contribution to maintaining and enhancing the image of the City as a pleasant place to live, work and visit, in turn benefitting the City's economy and hence well-being of the population.</p> <p><b>Mitigation</b> No mitigation required.</p> <p><b>Assumptions</b> No assumptions</p> <p><b>Uncertainties</b> The extent to which trends in car use, for example, can be stemmed and substituted with more sustainable modes of transport.</p>
3. Improve education, skills development and training for an effective workforce.	+	++	+	+	+	<p><b>Likely Significant Effects</b> Education attainment in York is identified as being high, GCSE/GNVQ and GCE/VCE A/AS Level achievements are significantly higher than both the Yorkshire and Humber region and England average. Policy DP2 states that the development will help build strong communities through facilitating the provision of sufficient preschool, primary and secondary education and supporting further and higher education and through the provision of targeted training and recruitment. Policy DP1 states that the plan will aim to ensure the further success of regionally and sub regionally important higher and further education institutions within the plan area.</p> <p><b>Mitigation</b> None required.</p> <p><b>Assumptions</b> No assumptions</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	Commentary on the effects of each policy*
						<p><b>Uncertainties</b></p> <p>The provision of targeted recruitment and training is not clearly defined.</p>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	++	++	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The role of the local plan in achieving this objective will be to promote private sector employment growth through the provision of sites and infrastructure to deliver over 15,000 additional jobs between 2012 and 2030. Policy DP1 and DP2 set the context for the Local Plan to deliver these jobs and for York to fulfil its role as a key economic driver within both the Leeds City Region and York and North Yorkshire Sub Region. The emphasis upon strengthening York's retail role and supporting higher and further education as well as promoting strategic employment sites will assist in meeting this objective. The benefits associated with the implementation of these policies are anticipated to be delivered in the medium to long term.</p> <p><b>Mitigation</b></p> <p>None required.</p> <p><b>Assumptions</b></p> <p>No assumptions.</p> <p><b>Uncertainties</b></p> <p>No uncertainties.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						Commentary on the effects of each policy*
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	
5. Help deliver equality and access to all.	++	++	++	+	++	<p><b>Likely Significant Effects</b></p> <p>The implementation of these development principles policies will help to ensure that there is access to employment, educational, public transport and housing provision across the City to meet the requirements of the existing and future population of York. The most significant opportunities for new provision will be associated with large scale developments. The cumulative impacts of change could be significant over the longer term.</p> <p>Benefits over the short and longer term are likely to be realised.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b></p> <p>None</p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	++	++	++	+	++	<p><b>Likely Significant Effects</b></p> <p>The policies DP1-DP3 have been appraised positively against this Objective. This is on the basis that economic and housing growth is delivered alongside the delivery of supporting infrastructure to encourage and facilitate increased public transport use as well as improved cycling and pedestrian networks in order to create more sustainable forms of travel both between existing centres and new developments and those proposed strategic sites. Policy DP4 reflects that proposals which are in accordance with the Local Plan will be approved and as such this policy has been appraised positively against this objective.</p> <p>Benefits are likely to be secured over the short, medium and longer term and have the potential to be City-wide, although the contribution of sustainable travel plans could be significant factor in successfully achieving the Objective.</p> <p><b>Mitigation</b></p> <p>The preparation and implementation of sustainable travel plans.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	Commentary on the effects of each policy*
						<p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> Implementation of sustainable travel initiatives</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	++	++	++	0	++	<p><b>Likely Significant Effects</b> The positive effectiveness of Policies DP1-DP3 are closely aligned with Objective 6. In promoting the City Centre as a shopping and leisure destination, improving public transport links, cycle and pedestrian networks has the potential to play an important role in reducing greenhouse gas emissions related to motor transport. However the increase in population and economic growth is likely to generate an increase in vehicle use over the existing baseline, therefore mitigation in the form of travel plans will be essential to help reduce these greenhouse gas emissions. Benefits are likely to be realised over the medium to longer as the implementation of improved infrastructure is delivered.</p> <p><b>Mitigation</b> Ensuring that new development is appropriately supported by and cross-referenced to sustainable design and travel initiatives, environmental quality policies and design policies.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> Policy integration to address climate change.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and	++	++	++	+	++	<p><b>Likely Significant Effects</b> Policy DP1-DP3 have been appraised positively against Objective 8 by virtue of their emphasis upon conserving York's natural environment and safeguarding important landscapes, biodiversity and strategic green corridors/green infrastructure. There is also emphasis upon habitat restoration and creation as to deliver new development within a framework of linked multifunctional green</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						Commentary on the effects of each policy*
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	
fauna for accessible high quality and connected natural environment.						<p>infrastructure which has linkages with the wider green infrastructure network.</p> <p>In accordance with the appraisal of Green Infrastructure policies the particular challenge rests in policy implementation and the extent to which, through the commitment to the preparation of Green Infrastructure Strategy for the City, genuine connectivity between various open space resources can be achieved, and consequently the ability to address various agendas including more sustainable travel and equality of access to open spaces.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> Longer term aspiration based on short and medium term activity.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation. The extent which new development can contribute to the City's overall GI network in a coherent fashion.</p>
9. Use land resources efficiently and safeguard their quality.	+	+	+	+	+	<p><b>Likely Significant Effects</b> The safeguarding of important landscapes, biodiversity and areas of environmental character, reducing waste by reusing and recycling and maximising the use of secondary aggregates will help to realise this objective. Adopting the highest standards of sustainability at all stages of a development has the potential to reduce land resources.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	Commentary on the effects of each policy*
						<b>Uncertainties</b> None identified.
10. Improve water efficiency and quality.	+	+	+	+	+	<b>Likely Significant Effects</b> The policies will make an important contribution to the maintenance and enhancement of water quality through the development of linked multifunctional green infrastructure and through habitat restoration and creation which provide natural filtration of run-off, helping to manage runoff patterns and intensity and promoting the efficient working of natural systems. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
11. Reduce waste generation and increase level of reuse and recycling.	+	++	++	+	+	<b>Likely Significant Effects</b> Implementation of policy DP2 (along with WM1 and WM2) will promote the reduction of waste levels through the reduction, reusing and recycling hierarchy. The policy also identifies that new waste management facilities will be provided. Policy DP3 has been appraised positively on the basis of its emphasis upon ensuring the highest standards of sustainability being embedded at all stages of a development, it is assumed that this will promote concepts of waste reduction during construction and operation of new development. This could be enhanced by making the connection explicit rather than assumed. All of the measures in these policies are therefore likely to have significant positive effects on reducing waste generation. <b>Mitigation</b> The criteria 'to ensure that the highest standards of sustainability are embedded at all stages of development' could be enhanced through

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	Commentary on the effects of each policy*
						<p>the inclusion of specific examples such as low carbon, zero waste and sustainable design.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
12. Improve air quality.	+	++	++	+	+	<p><b>Likely Significant Effects</b></p> <p>Promoting sustainable patterns of growth, supported by integrated pedestrian, cycle and green infrastructure networks has the potential to improve air quality across the city by encouraging more sustainable travel options which will help to minimise vehicle emissions.</p> <p>The positive effects of these policies against this objective are likely to be experienced within the medium to long term as the enhancement and promotion of sustainable access will take time to develop alongside the implementation of sustainable travel plans.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> Implementing sustainable travel initiatives such as through sustainable travel plans and pedestrian and cycling networks which presents genuine travel choices.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	++	++	++	+	++	<p><b>Likely Significant Effects</b></p> <p>Policy DP1-DP3 provides the overarching framework for development within the City. Policy DP1 states that the Local Plan will ensure that development within the City of York will not result in flooding within adjacent local authority areas. DP2 and DP3 states that new development will protect the environment by ensuring that new development is not subject to or does not contribute to flooding.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	Commentary on the effects of each policy*
						<p>Policies DP2 and DP3 also address Green Infrastructure which is an important part of the City's flood management regime, through providing areas for water to pond during periods of high rainfall and providing buffer areas between river corridors and residential and commercial properties.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> The nature and extent of climate change and extreme events both of which might require a significantly greater contribution from green infrastructure in helping to mitigate their effects.</p>
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	++	++	++	+	++	<p><b>Likely Significant Effects</b> York's unique historic character and setting is identified as being an essential component of its continued economic success. Policies DP1-DP3 provide an overarching framework for the protection of York's historic environment, cultural heritage, heritage and setting. Policy DP1 states that the local plan will conserve and enhance York's historic environment and to define green belt boundaries which will help to preserve the character and setting of York. Conserving and enhancing York's special character is repeated in Policy DP2 and repeated in DP3 which also includes an emphasis on new development delivering high quality design and ensuring appropriate building materials are used. New development is also expected to relate well to the surrounding area and its historic character and to exploit opportunities for creating new and enhancing existing key views.</p> <p>The implementation of these policies, along with Policies D1-D13_(as well as the rest of the plan) will result in significant positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Vision and Development Principles						
SA Objective	DP1: York Sub Area	DP2: Sustainable Development	DP3: Sustainable Communities	DP4: Approach to Development Management	Cumulative Assessment of Draft Planning Policies	Commentary on the effects of each policy*
						<p>None identified.</p> <p><b>Uncertainties</b></p> <p>Ensuring long term commitments to resource protection and enhancement.</p>
15. Protect and enhance York's natural and built landscape.	++	++	++	+	++	<p><b>Likely Significant Effects</b></p> <p>Strongly related to Objectives 8 and 14, the City's approach to conserving and enhancing green infrastructure, conserving York's special character and heritage and enhancing the natural environment is an integral part of securing this Objective, although it can be vulnerable to long term, cumulative change associated with new development. As such it will be important to ensure that a strategic view is taken on overall development activity and the potential effects of cumulative change.</p> <p><b>Mitigation</b></p> <p>Assessment of potential cumulative impacts.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>Extent, character and possible cumulative effects of City-wide development over the plan period.</p>

**Summary**

The appraisal of the Development Principles Policies has identified significant positive effects across all objectives. As such these policies are fundamental to realising the sustainable development aspirations for the City over the short, medium and longer term in creating a framework for the Local Plan which seeks to promote growth in a sustainable manner which respects the unique characteristics of the City of York. Their effective implementation will make an important contribution to the future development of York (and the wider sub-region) whilst protecting and enhancing the City's built and natural environment, facilitating sustainable means of travel with direct benefits on the health of local residents (through improved air quality and opportunities for exercise).

Positive significant effects were identified against all of the objectives.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

No negative effects were identified.

**Key**

<b>Symbol</b>	<b>Likely Effect on the SA Objective</b>
<b>++</b>	The policy is likely to have a significant positive effect
<b>+</b>	The policy is likely to have a positive effect
<b>0</b>	No significant effect / no clear link
<b>?</b>	Uncertain or insufficient information on which to determine effect
<b>-</b>	The policy is likely to have a negative effect
<b>--</b>	The policy is likely to have a significant negative effect

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

# Appendix F

## Appraisal of Spatial Strategy Policies

**Table F.1 Effects of Spatial Strategy (SS1-10) Policies**

SA Objective	Spatial Strategy										Cumulative effect of the draft policies	Commentary on effects of each policy*
	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly		
1. To meet the diverse housing needs of the population in a sustainable way.	++	+	+	++	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>The effects of these policies on this Objective is predicted to be positive or significantly positive given their role in helping to meet the objectively assessed housing need for the City. The scale of provision, cumulatively and associated with the strategic sites (SS5-10), means that a range of housing can be provided (particularly affordable housing) to meet specific needs of the City identified in the NYSHMA. The scale of proposed development at the strategic sites also means that opportunities for a high degree of self-containment in basic service provision can be secured. Delivery of the policies is a long term aspiration which will cover the plan period and beyond. The cumulative effects of policy implementation will require close monitoring.</p> <p><b>Mitigation</b></p> <p>As set out in the policies on strategic sites, criteria specifying how housing need and demand as expressed in the NYSHMA should be met.</p> <p><b>Assumptions</b></p> <p>That housing need across the City will be met through a combination of strategic and local sites, and the proportion of affordable housing reflects local requirements.</p> <p><b>Uncertainties</b></p> <p>The rate of housing delivery on strategic sites and the early provision of basic services.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy												
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*
2. Improve the health and well-being of York's population.	++	++	++	+	+	+	+	+	+	+	++	<p><b>Likely Significant Effects</b></p> <p>Notwithstanding the complexity of seeking to improve health and well-being, these policies should assist with providing the context for this to happen, through the provision of new high quality housing (SS1 and SS5 – 10), policies to promote sustainable transport (including SS1) and policies for the protection and enhancement of access to open space (formal and informal) at a City-wide scale (through SS2 and 3) and in relation to strategic sites (SS5-10) where open space and service provision will accompany housing and other development. Realisation of provision will be across the Plan period and beyond and cumulatively, the policies should result in significant positive effects if the stated mitigation criteria are adhered to.</p> <p><b>Mitigation</b></p> <p>As per criteria set out in strategic site policies SS4-10 along with monitoring of cumulative impacts.</p> <p><b>Assumptions</b></p> <p>That new and existing provision will be co-ordinated for the benefit of existing and new residents.</p> <p><b>Uncertainties</b></p> <p>The consistency of implementation in respect of service provision, particularly for large strategic sites which are relatively remote from existing provision.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy												
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*
3. Improve education, skills development and training for an effective workforce.	+	0	0	+	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The construction of new homes ((SS1 and SS5-10) could create jobs and potentially training opportunities for local people in the construction industry and raise skill levels in this sector. However, any positive effects would depend upon the approach taken by house builders as to whether training opportunities and skills development benefited local people and therefore had any positive effects on this objective.</p> <p>The scale of proposed development is such that there are significant opportunities to secure mixed use development across a number of sites, thereby offering employment opportunities and depending on the new businesses, training opportunities for existing and new residents. The extent and likely character of employment provision will vary significantly by site, with proposals for York Central (SS9) for example offering significant mixed use development opportunities for residents in the vicinity and further afield.</p> <p><b>Mitigation</b></p> <p>As set out in criteria associated with strategic site policies.</p> <p><b>Assumptions</b></p> <p>That implementation of policy will be consistent with other policies on encouraging employment growth and skills development.</p> <p><b>Uncertainties</b></p> <p>The extent to which existing residents will benefit from the provision of employment and training opportunities, particularly in the more remote strategic sites.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy												
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	++	0	0	++	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Policy SS1 makes provision for the housing requirement of over 17,400 dwellings and 13,400 jobs and is considered to have a significant effect on creating and sustaining employment in York. These are reflected in the specific developments anticipated by the strategic site policies SS4-10.</p> <p>Policy SS5-10 makes provision for the construction of new houses by small house builders (defined as those delivered an average of under 200 residential units per annum over its last 5 operating years). In conjunction with H5, these policies look to ensure that local employment opportunities are created</p> <p>The scale of proposed development, particularly at the strategic sites covered by policies SS5-10, offers potential for the development of significant renewable energy-related jobs, both in construction and operation. There could also be opportunities as part of development within the existing built-up area, such as in parts of the City Centre (policy SS4).</p> <p><b>Mitigation</b></p> <p>None required.</p> <p><b>Assumptions</b></p> <p>That implementation of policy will be consistent with other policies on encouraging climate change adaptation and mitigation through a switch to low-carbon energy sources.</p> <p><b>Uncertainties</b></p> <p>Market-led delivery and the scale of job creation.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy												
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*
5. Help deliver equality and access to all.	++	+	+	++	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>The effects of these policies on this Objective is predicted to be positive or significantly positive given their role in helping to meet the objectively assessed housing need for the City. The scale of provision, cumulatively and associated with the strategic sites (SS5-10) and the proposed broad distribution means that a range of housing and community facilities can be provided (particularly affordable housing) to meet specific needs. The scale of proposed development also means that opportunities for a high degree of self-containment in basic service provision can be secured. Delivery of the policies is a long term aspiration which will cover the plan period and beyond. The cumulative effects of policy implementation will require close monitoring.</p> <p><b>Mitigation</b></p> <p>As set out in the policies on strategic sites, criteria specifying how housing need and demand as expressed in the NYSHMA should be met.</p> <p><b>Assumptions</b></p> <p>That housing need across the City will be met through a combination of strategic and local sites, and the proportion of affordable housing reflects local requirements.</p> <p><b>Uncertainties</b></p> <p>The rate of housing delivery on strategic sites and the early provision of basic services.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy																
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*				
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+	-	0	0	++	+	-	+	-	+	-	++	++	+	-	<p><b>Likely Significant Effects</b></p> <p>Growth across the City and through the strategic sites in particular offers opportunities to develop a better integrated transport system for the benefit of residents, workers and visitors. Policy SS1 includes ensuring accessibility to sustainable transport modes is a key guiding principle, which in conjunction with other policies in the plan (notably T1) would help to reduce the need to travel. However, the provision of some 17,400 homes for an increase of approximately 40,000 in the population will lead to an increase the number of private cars within the City. There is the potential for the increase in vehicles to lead to an increase vehicle movements, although whether it will be within the City or the strategic road network that is affected is uncertain.</p> <p>The proposed strategic sites are in some cases set apart from key areas of higher order service provision and as such are likely to generate significant car-base trips, although some degree of self-containment will be secured on the larger sites (notably Winthorpe). By contrast, the redevelopment proposals associated with York City Centre (SS4) and York Central (SS9) offer significant opportunities to provide for the co-location of living, working, shopping and other recreation.</p> <p><b>Mitigation</b></p> <p>As stated in Policies SS5-10.</p> <p><b>Assumptions</b></p> <p>As part of strategic site delivery, significant improvements in sustainable transport provision can occur.</p> <p><b>Uncertainties</b></p> <p>The extent to which City-wide growth, particularly associated with the strategic sites, will lead to greater or less self-containment or further spread unsustainable commuting, for example.</p>
7. To minimise greenhouse gases that cause climate	+	-	0	0	+	+	-	+	-	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The likely effects of these policies are mixed, reflecting increased emissions associated with</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy												
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*
change and deliver a managed response to its effects.												<p>development but also opportunities for limiting carbon dioxide emissions through energy efficiency measures, renewable energy generation and facilitating sustainable travel. Experience in the City (Derwenthorpe) and around the country suggests that whilst considerable progress is possible, there remains a significant gap to be bridged to approach carbon neutrality. The full effects of the policies will only be measurable over the longer term and as part of an assessment of the cumulative effects of development as a whole.</p> <p><b>Mitigation</b> As outlined in Policies SS5-10, but could potentially be more radical.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> The extent to which potential sustainability measures (e.g. renewable power generation) are realised, particularly on the larger strategic sites.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	?	+	+	+	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Notwithstanding greenfield land-take associated with new development (and hence potential loss or displacement of assets), there is a significant opportunity to realise improvements to the City's green infrastructure network (including open space, biodiversity and geodiversity) through new provision, making links between existing resources and enhancing the management of resources, as well access enhancement generally. Under the guidance of a Green Infrastructure Strategy (forthcoming) there is potential to enhance assets and access for the benefit of existing and future residents. Long term management of resources will be critical to ensure that improvements are sustainable.</p> <p>A number of strategic sites have been identified as being within 250m of Statutory Nature Reserves e.g. ST1 (British Sugar), ST10 (Moor Lane), ST1 (British Sugar), ST22 (Germany Beck) and ST15 (Heslington Estate Land).</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy														
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*		
													<p>Whilst the full effects can only be considered at the detailed planning application stage, the HRA of the housing policies and strategic sites indicates that they are unlikely to have significant adverse effects upon biodiversity sites of international importance.</p> <p><b>Mitigation</b> Management of green infrastructure resources to enhance quality and accessibility.</p> <p><b>Assumptions</b> Protection of statutory and non-statutory biodiversity sites.</p> <p><b>Uncertainties</b> The extent to which connectivity of green infrastructure assets can be secured and over what timescale, using new development to assist this.</p>	
9. Use land resources efficiently and safeguard their quality.	+	-	+	+	+	-	-	-	-	+	+	+	-	<p><b>Likely Significant Effects</b> A significant proportion of new development (Policies SS5-8) will be located on greenfield land, and as such will result in the irreversible loss of this resource. A number of strategic sites e.g. ST4 (Grimston Bar), ST13 (Moor Lane), ST22 (Germany Beck), ST19 (land around Northminster Business Park) and ST7 (Metcalf Lane) includes land identified as Grade 2 Agricultural land.</p> <p>-However, the scale of these developments offers significant opportunities for comprehensive masterplanning which would enhance green infrastructure resources. The loss of greenfield land is to some degree balanced by the continued protection of the Green Belt (SS2 &amp; 3) and brownfield regeneration of sites within the existing urban area. The net effect of the policies is therefore judged to have both positive and negative effects..</p> <p><b>Mitigation</b> Masterplanning of strategic development sites to include significant elements of new and enhanced green infrastructure which help to compensate for greenfield land-take.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy												
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*
												None. <b>Uncertainties</b> None identified.
10. Improve water efficiency and quality.	+	-	0	0	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>An increase in population anticipated by SS1 will have an inevitable negative impact on overall water usage and consumption across the City. This is reflected in Yorkshire Water's Water Resource Management Plan which identifies a deficit between supply and demand from 2.67Ml/d in 2018/19 increasing to 108.65Ml/d in 2039/40 for the water resource zone in which York is located. Please note however that the water resource zone encompasses Leeds, Bradford, Sheffield and Hull. However, the scale of proposed development, particularly at the strategic sites covered by policies SS5-10, offers potential for the development of significant sustainable water management initiatives through rainwater recycling, SUDS and water-efficient housing. In addition, Yorkshire Water's Water Resources Management Plan proposes a range of solutions to ultimately meet the forecast supply demand deficit. The options selected include leakage reduction, use of an existing river abstraction licence and a three groundwater schemes.</p> <p><b>Mitigation</b></p> <p>None required.</p> <p><b>Assumptions</b></p> <p>That implementation of policy will be consistent with other policies on encouraging sustainable construction and operation.</p> <p><b>Uncertainties</b></p> <p>The extent to which such measures will contribute to the overall sustainability of the housing stock.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Spatial Strategy											Commentary on effects of each policy*	
	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies		
11. Reduce waste generation and increase level of reuse and recycling.	+	-	0	0	+	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The construction and use of the proposed development would inevitably result in an increase in waste generation which could have adverse effects in relation to this objective. However, the scale of proposed development, particularly at the strategic sites covered by policies SS5-10, offers potential for the development of significant sustainable waste management initiatives through re-use and recycling initiatives. As exemplars, practices could be spread across the City over time. In addition, the strategic policies will operate in conjunction with others in the plan, such as policy WM1 which will require the integration of facilities for waste prevention, re-use, recycling, composting, and recovery in association with the planning, construction and occupation of new developments. This requirement would help reduce waste consumption associated with new housing development and to increase levels of reuse and recycling.</p> <p><b>Mitigation</b></p> <p>None required.</p> <p><b>Assumptions</b></p> <p>That implementation of policy will be consistent with other policies on encouraging sustainable lifestyles.</p> <p><b>Uncertainties</b></p> <p>The extent to which such measures will contribute to the overall sustainability of the lifestyles in the City.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy															
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*			
12. Improve air quality.	+	-	0	0	+	+	-	+	-	+	+	+	+	-	<p><b>Likely Significant Effects</b></p> <p>The likely effects of these policies are mixed, reflecting increased emissions associated with development but also opportunities for instituting wide-ranging sustainable travel measures.</p> <p>New development covered by the policies in this chapter could have an adverse impact on air quality in York. This could occur during construction of any new development and could be related to dust and particulate matter although such effects will be very localised. In addition as they are subject to a variety of policies in the plan, notably, ENV1 which states that 'development will only be permitted if the impact on air quality is acceptable and mechanisms are in place to mitigate adverse impacts and reduce further exposure to poor air quality', it is likely that such effects, if they do occur, will be acceptable.</p> <p>The promotion of walking and cycling suggests that considerable progress is possible, although car use remains relatively high throughout the City. The full effects of the policies will only be measurable over the longer term and as part of an assessment of the cumulative effects of development as a whole.</p> <p><b>Mitigation</b></p> <p>As outlined in Policies SS5-10, but could potentially be more radical.</p> <p><b>Assumptions</b></p> <p>None.</p> <p><b>Uncertainties</b></p> <p>The extent to which potential sustainable travel measures are realised, particularly on the larger strategic sites.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy														
SA Objective	SS1: Delivering Sustainable Growth for York	SS2: The Role of York's Green Belt	SS3: The Creation of an Enduring Green Belt	SS4: York City Centre	SS5: Winthorpe	SS6: East of Metcalf Lane	SS7: Clifton Gate	SS8: Land North of Monks Cross	SS9: York Central	SS10: Castle Picadilly	Cumulative effect of the draft policies	Commentary on effects of each policy*		
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	+	?	0	0	0	0	0	0	0	0	0	?	<p><b>Likely Significant Effects</b></p> <p>Development principles within policy SS1 pay particular attention to flood risk and as such no negative effects are anticipated. However, whilst immediate risk can be reduced, extreme events will occur which place existing and new residents at risk. The extent to which additional development increases this risk is uncertain.</p> <p><b>Mitigation</b></p> <p>As per masterplanning proposals for strategic sites, utilising SUDS etc.</p> <p><b>Assumptions</b></p> <p>Current modelling of flood risk is .</p> <p><b>Uncertainties</b></p> <p>Changes in future flood risk from current modelling.</p>	
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	+	+	-	?	?	+	?	+	+	+	+	?	+	<p><b>Likely Significant Effects</b></p> <p>Significant levels of new development will inevitably bring change to the character of the City, particularly where this as associated with strategic sites which envisage substantial tracts of new housing, in addition to the required release of Green Belt land. The re-definition of the City's Green Belt through policies SS2 and SS3 (notwithstanding removal of land for development) will help to re-affirm the role of this policy instrument in helping to protect the overall spatial form of the City and concentration of development in the urban area, with attendant sustainability benefits.</p> <p>-However, such change can be positive where the creation of new communities helps to address social inclusion and bring service provision and economic prosperity. Effects on the setting of the City can also be managed through land release which does not have a significant visual impact.</p> <p><b>Mitigation</b></p> <p>As proposed under policies SS5-10 which emphasise the need to respect and where possible</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Spatial Strategy												
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												<p>enhance local context.</p> <p><b>Assumptions</b> Masterplanning ensures that new development respects, enhances and creates local character, in particular the City's Green Infrastructure network. Particular attention needs to be paid to the approach taken on sites within or near the City Centre.</p> <p><b>Uncertainties</b> Potential cumulative impacts of development over the longer term.</p>
15. Protect and enhance York's natural and built landscape.	+	+	+	+	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b> The diversity in scale, type and timing, of development proposals across the City means that there will be significant opportunities to secure new patterns of development which do not detract from and enhance the character of the natural and built landscape of the City. This will demand different approaches according to location (compare York City Centre/York Central [SS4/SS9] to the new settlement at Whinthorpe). The full effects of the policies on this Objective can only be properly judged over the long term when cum</p> <p><b>Mitigation</b> Detailed masterplanning to ensure sensitive integration of new development with existing natural and built landscape.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> The cumulative impacts of development on the character of the City.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

## Summary

Whilst growth of the City on the scale envisaged inevitably brings negative effects (such as greenfield land-take and increased traffic) the suite of policies seeks to ameliorate these impacts through sustainability measures which encourage self-sufficiency and innovation in energy use and generation and sustainable travel initiatives, for example. The scale of the strategic sites makes such ambitions achievable in principle, although how these are compromised by unsustainable commuting patterns, for example, would require analysis over the longer term. In light of this assessment, the spatial strategy policies have been appraised as having positive and negative effects against Objectives 6, 7, 9 and 12 to reflect the inevitable increase in vehicles and vehicle movements associated with the built development proposed for York. The extent of the cumulative impacts of this scale of development on the character of the City is again uncertain, although the provisions for the sensitive masterplanning of City Centre sites in particular should in principle off-set adverse impacts and positively enhance character where regeneration is required.

Some negative effects relating to the loss of greenfield land (hence often Green Belt) were identified, although the opportunity to enhance landscape character and positively contribute to green infrastructure are also present and help to off-set such impacts.

Key uncertainties relate to the longer term and cumulative effects of development on City character and specific issues such as flood risk, although retrospective analysis would be required to determine their precise scale and effects.

## Key

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

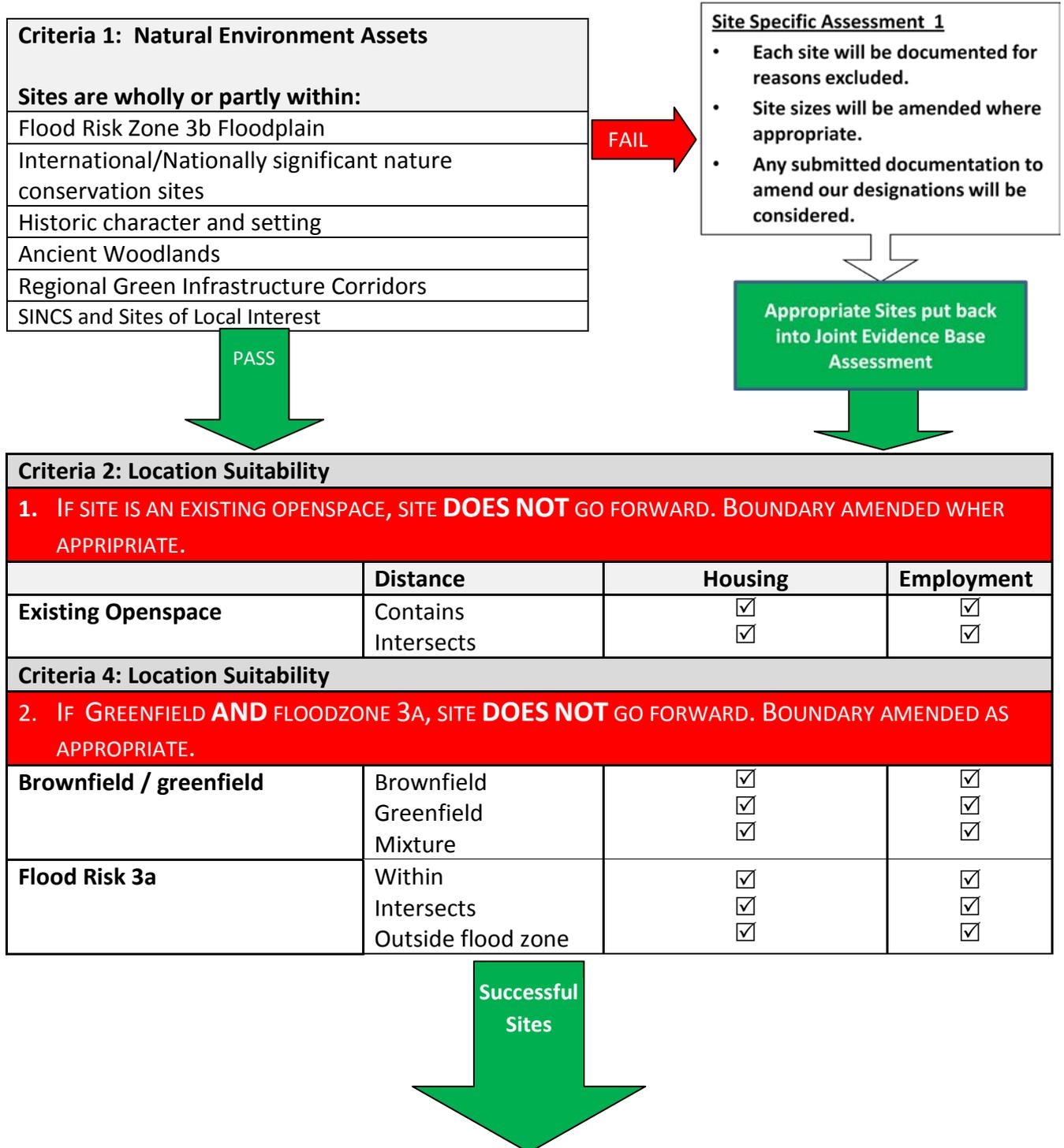
\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

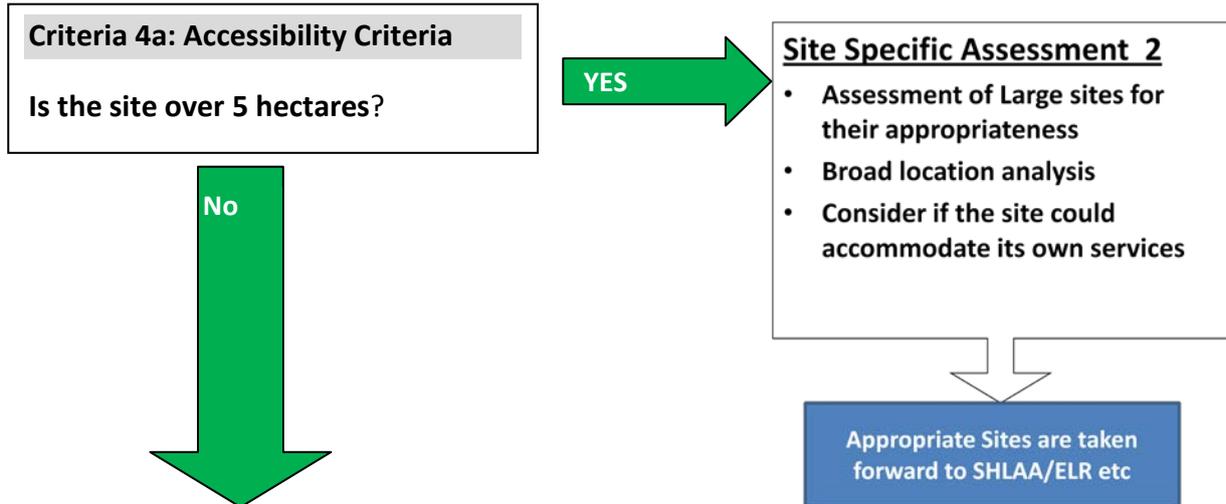
# Appendix G

## Summary of Site Selection Methodology

**Methodology:**

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





	Distance	Housing Score	Employment Score
Number of residential properties within	400m 800m		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Location of site	<input type="radio"/> City Centre <input type="radio"/> Edge of centre <input type="radio"/> Neighbourhood Parade <input type="radio"/> District Centre <input type="radio"/> Surburban <input type="radio"/> Village		
<b>Service Accessibility</b>			
Nursery Care Provision	400m No barriers	<input checked="" type="checkbox"/> 5	<input checked="" type="checkbox"/> 5
	400m partly/800m no barriers	<input checked="" type="checkbox"/> 4	<input checked="" type="checkbox"/> 4
	800m partly no barriers /	<input checked="" type="checkbox"/> 2	<input checked="" type="checkbox"/> 2
	400m with barriers		
	800m with barriers	<input checked="" type="checkbox"/> 1	<input checked="" type="checkbox"/> 1
	Over 800m	<input checked="" type="checkbox"/> 0	<input checked="" type="checkbox"/> 0
<b>Primary School</b>	400m wholly within	<input checked="" type="checkbox"/> 5	
	400m partly within	<input checked="" type="checkbox"/> 4	
	800m wholly within	<input checked="" type="checkbox"/> 3	
	800m partly within	<input checked="" type="checkbox"/> 1	
	Over 800m	<input checked="" type="checkbox"/> 0	
<b>Secondary education</b>	400m No Barrier	<input checked="" type="checkbox"/> 5	
	800m No Barrier	<input checked="" type="checkbox"/> 4	
	400m with barriers	<input checked="" type="checkbox"/> 3	
	800m with barriers	<input checked="" type="checkbox"/> 2	
	Over 800m	<input checked="" type="checkbox"/> 0	

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

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



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

**Selecting the most sustainable sites**

The following minimum scoring system was applied to ensure the most sustainable sites were selected for consideration.

<b>STAGE 1</b>	
<b><u>Minimum Residential ACCESS TO SERVICES Score Stage 1</u></b>	
To Include:	
Primary school within 800m	
Access to a neighbourhood parade containing convenience provision	
Access to a doctors surgery within 800m	
Access to 2-4 open space typologies within the required distances <sup>1</sup>	
<b>Total Minimum Score</b>	<b>13 points</b>
<b><u>Minimum Residential TRANSPORT Score Stage 1</u></b>	
To include:	
Non-frequent bus route <sup>2</sup> within 800m	
Access to an adopted highway	
Access to a cycle route <sup>3</sup>	
<b>Total Minimum Score</b>	<b>9 points</b>
<b>Total Minimum Residential Score (access to services + transport)</b>	<b>22 points</b>
<b><u>Minimum Employment Score Stage 1</u></b>	
To include:	
Non-frequent bus route <sup>4</sup> within 800m	
Access to an adopted highway	
Access to a cycle route <sup>5</sup>	
<b>Total Minimum Score</b>	<b>9 points</b>
<b>Total Minimum Employment Score</b>	<b>9 points</b>

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

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

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

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

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

**STAGE 2****Residential Score Stage 2**

Residential sites which scored 22 overall but achieved different results for access to services and/or transport, were taken forward for consideration.

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

**Employment Score Stage 2**

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

**Next Stages**

Following the Selection of Sites for further consideration the following actions took place in order to select the final allocations and strategic sites

**Sites which meet scoring criteria**



**Site is taken forward to Viability Testing / Evidence base**



**Specialist workshops – discussion of site potential**



**Allocation of Sites**

**Further Information**

For a more detailed understanding of the methodology please refer to the '**Site Selection Technical paper**'

# Appendix H

## Appraisal of Allocations and Alternatives

# H1: Residential Sites

Call for Sites Ref	Local Plan Ref	SITE NAME	Status at Submission Stage	SAO1 Housing	SAO2 Health and Well-Being	SAO3 Education	SAO4 Jobs and Economy	SAO5 /SAO6 Equality/Travel	SAO7 Climate Change	SAO8 Biodiversity	SAO9 Land Quality	SA10 Water	SA11 Waste	SAO12 Air Quality	SAO13 Flood Risk	SAO14 Cultural Heritage	SAO15 Natural and Built Landscape
11	H28	Land to north of North Lane, Wheldrake	Allocated for Housing	+	++	-	0		+	0	--	--	N/A	0	0	-	-
13	H49	Station Yard, Wheldrake	Allocated as a Strategic Housing Site	++	+	-	0		+	0	+/-	0	N/A	1	0	0	-
37	E3	Ford Garage Jockey Lane	Allocated for Housing	+	+	--	0	++	+	0	++	0	N/A	0	0	0	0
45	ST3	Grain Stores	Allocated as a Strategic Housing Site	++	++	+	0	++	+	--	++	0	N/A	0	0	0	0
49	H27	Land at Brecks Lane, Strensall		++	+	--	0		+	-	--	0	N/A	0	-	-	0
58	H8	Askham Bar Park and Ride Site	Allocated for Housing	+	+	+	0	++	+	-	++	0	N/A	0	0	0	0
59	H22	Heworth Lighthouse	Allocated as a Strategic Housing Site	+	++	+	0	++	+	-	++	0	N/A		0	0	0
61	n/a	Salisbury Road former bowling green	Allocated for Housing	+	+	+	0	++	+	--	-	0	N/A	-	--	-	-
72	H33	Water Tower Land Dunnington	Allocated for Housing	+	++	+	0	+	+	0	--	--	N/A	0	0	-	-
95	H39	North of Church lane Elvington	Allocated for Housing	+	+	+	0		+	-	--	0	N/A	0	0	0	0

98	H23	Grove House EPH	Allocated as a Strategic Housing Site	+	++	++	0	++	+	0	++	0	N/A	I	0	-	0
99	H21	Woolnough House EPH	Allocated for Housing	+	++	++	0	++	+	0	++	0	N/A	0	0	0	0
121	H3	Burnholme School	Allocated for Housing	+	++	+	0	+	+	0	+/-	0	N/A	0	0	0	-
124	H20	Oakhaven EPH	Allocated for Housing	+	++	+	0	++	+	0	++	0	N/A	0	0	0	0
125	H51	Morrell House EPH	Alternative	+	+	+	0	+	+	-	++	0	N/A	0	0	0	0
127	H5	Lowfields former school site	Allocated for Housing	+	++	+	0	+	+	0	++	0	N/A	0	0	-	-
130	n/a	Land at Acomb Waterworks	Alternative	+	+	-	0	++	+	--	++	--	N/A	I	--	-	+
131	ST13	Land at Moor Lane, Copmanthorpe	Allocated as a Strategic Housing Site	++	++	+	0	+	+	0	--	0	N/A	0	0	0	0
147	n/a	N/A Fields to east of B1363. opposite plantation Farm	Allocated for Housing	+	++	+	0	I	0	0	--	--	N/A	0	0	-	-
148	ST10	South of Moor Lane, Woodthorpe	Allocated as a Strategic Housing Site	++	++	+	0	++	+	--	+/-	-	N/A	0	0	-	-
163	n/a	Hudson House	Allocated for Housing	+	+	++	0	++	+	-	++	--	N/A	-	0	-	0
166	H29	Land at Moor Lane	Allocated for Housing	+	++	-	0	I	+	0	--	0	N/A	0	0	-	-
167	n/a	Shipton Road (Clifton Hospital)	Alternative	++	+	--	0	++	+	--	-	0	N/A	0	--	-	--
170	n/a	Pond Field	Alternative	++	++	++	0	++	+	0	--	--	N/A	0	0	-	--
171	n/a	Lime Tree Farm, Heslington	Alternative	++	++	++	0	+	+	-	--	0	N/A	0	-	-	-
172	H7	Bootham Crescent Football	Allocated for Housing	+	++	++	0	++	+	0	++	0	N/A	I	0	-	0

		Stadium															
180	H50	Malton Road, Huntington	Allocated for Housing	+	++	+	0	++	+	0	+/-	--	N/A	0	--	-	-
192	H12	Land RO Stockton lane off Greenfield Park Drive	Allocated for Housing	+	++	-	0	++	+	0	-	0	N/A	0	0	0	0
193	H40	West Fields Copmanthorpe	Allocated as a Strategic Housing Site	+	++	+	0	+	+	0	--	0	N/A	0	0	0	0
194	H43	Manor Farm Yard	Allocated for Housing	+	++	+	0	+	0	0	-	0	N/A	0	0	-	0
200	n/a	Severus Hill	Alternative	+	++	-	0	++	+	-	-	0	N/A	0	0	-	-
202	H4	St Joseph's Monastery	Allocated for Housing	++	+	+	0	++	+	-	+/-	--	N/A	--	0	-	0
216	n/a	Land at Shipton Road, Skelton	Alternative	+	++	-	0	+	+	0	--	-	N/A	0	--	-	-
226	n/a	Site A Land off Main Street Nether Poppleton	Alternative	+	++	+	0	+	+	-	--	0	N/A	0	0	-	-
227	n/a	Site B - land off Ouse Moor Lane Nether Poppleton	Alternative	+	++	-	0	+	+	0	--	0	N/A	0	0	-	-
229	n/a	Land west of Beckside, elvington and land parcel SE6947 6854 & 70	Alternative	++	++	+	0	+	+	-	--	0	N/A	0	0	-	-
250	n/a	South of A59	Alternative	++	+	-	0	++	+	0	--	0	N/A	0	0	-	--
295	ST1	Amalgomated Sites at British Sugar	Allocated as a Strategic Housing Site	++	++	+	0	++	+	--	+	++	--	N/A	0	-	-
297	n/a	Amalgomated Sites off main Street Elvington	Alternative	++	++	+	0	--	+	-	--	--	N/A	0	--	-	-

298	H47	Amalgomated Sites at Connaught Court Care Home	Allocated for Housing	+	++	+	0	++	+	--	-	0	N/A	I	--	-	-
300	H31	Amalgomated sites Eastfield Lane, Dunnington	Allocated for Housing	++	++	-	0	+	+	0	+/-	-	N/A	0	0	0	0
302	n/a	Amalgomated site west of Chapelfields 1	Alternative	++	++	+	0	+	+	-	--	--	N/A	0	0	-	-
303	n/a	Amalgomated sites off Stockton Lane	Alternative	+	+	-	0	I	+	0	--	0	N/A	0	0	-	-
305	H37	Land adjacent to Greystone Court, Haxby, York	Allocated for Housing	+	+	+	0	+	+	-	--	0	N/A	0	-	-	-
307	E5	Amalgomated sites at James Street!	Allocated for Employment	+	++	+	0	++	+	-	++	0	N/A	I	--	0	0
308	H6	Amalgomated sites RO Wilberforce Home/York College	Allocated for Housing	+	+	+	0	++	+	0	-	0	N/A	0	0	-	-
311	n/a	Amalgomated Sites South of Heslington	Alternative	++	++	++	0	+	+	-	--	-	N/A	0	--	-	-
317	n/a	Amalgomated Sites North of Moor Lane Woodthorpe	Alternative	0	+	-	0	++	0	--	--	0	N/A	0	0	-	--
318	n/a	Amalgomated Sites at Layerthorpe	Alternative	+	++	+	0	++	+	--	++	0	N/A	I	--	0	0
321	ST2	Amalgomated sites at Millfield lane/A59	Allocated as a Strategic Housing Site	++	+	+	0	++	+	--	--	0	N/A	0	0	-	-
322	H30	Amalgomated sites South of Strensall	Allocated for Housing	++	++	-	0	+	+	-	--	--	N/A	0	0	-	-

327	n/a	Amalgomated sites between Knapton and Westfield	Alternative	++	+	-	0	++	+	0	--	0	N/A	0	0	-	--
329	ST8	Amalgomated sites North of Monks Cross	Allocated as a Strategic Housing Site	++	++	-	0	++	+	-	--	--	N/A	0	0	-	-
472	H1	Former Gas Site 24 Heworth Green	Allocated for Housing	++	++	++	0	++	+	-	++	0	N/A	-	--	-	0
485	ST17	Nestle South	Allocated as a Strategic Housing Site	++	+	+	0	++	+	0	++	0	N/A	I	0	-	+
560	ST28	Land Adj to & RO Windy Ridge and Brecks	Allocated as a Strategic Housing Site	+	++	++	0	++	+	0	--	0	N/A	0	0	-	-
579	H45	Land adj. 131 Long Ridge Lane	Alternative	+	++	+	0	++	0	0	--	0	N/A	0	0	0	0
580	H36	Land at Blairgowrie House, Main Street	Alternative	+	++	+	0	++	+	0	++	0	N/A	0	0	-	-
581	n/a	Land at Pansy Field, West of Station Road, Upper Poppleton	Alternative	+	-	--	0	++	+	0	--	0	N/A	0	0	-	-
596	H41	Land adj. 26 & 38 Church lane	Alternative	+	++	+	0	+	+	-	--	0	N/A	0	-	-	0
597	H42	Builders Yard, Church Lane	Alternative	+	++	+	0	+	+	-	++	0	N/A	0	-	-	0
598	n/a	South of Moor Lane	Alternative	+	++	-	0	+	+	0	--	0	N/A	0	-	0	0
607	n/a	Elvington Airfield	Alternative	++	--	--	0	I	+	-	++	--	N/A	0	-	-	-
618	H44	Land RO Surgery & 2a/2b Petercroft Lane	Alternative	+	++	+	0	+	0	0	--	0	N/A	0	0	-	0

623	n/a	Land adjacent to Grimston Bar and A1079	Alternative	++	--	+	0	++	+	0	+/-	-	N/A	0	0	-	-
624	n/a	MOD Land Fulford	Alternative	+	+	+	0	+	+	0	++	0	N/A	0	0	-	-
626	n/a	Land at Brear Close	Alternative	+	+	+	0	++	+	-	-	0	N/A	0	0	-	0
627	H11	Land at frederick House East of Fulford	Allocated for Housing	+	+	-	0	++	+	0	++	0	N/A	-	0	-	0
629	n/a	The Retreat, Heslington Road	Alternative	++	++	++	0	++	+	-	++	0	N/A	I	0	-	-
635	E2	Land north of Monks Cross Drive	Allocated for Employment	+	+	--	0	++	+	0	-	0	N/A	0	0	0	0
639	E11	Annamine Nurseries	Allocated for Employment	+	+	++	0	++	+	0	++	0	N/A	0	0	0	0
645	n/a	Land west of Haxby Road	Alternative	+	+	+	0	+	+	-	+/-	0	N/A	0	0	0	0
648	n/a	Carparks at Nuffield Hospital	Alternative	+	+	+	0	++	+	0	++	0	N/A	I	-	-	0
649	n/a	Car park, High Newbiggin Street	Alternative	+	++	++	0	++	+	0	++	0	N/A	-	0	-	0
651	H25	Heworth Green North (Forum Site)	Allocated for Housing	+	++	++	0	++	+	-	++	0	N/A	I	--	0	0
653	n/a	Carpark off Bishopthorpe Road	Alternative	+	+	++	0	++	0	0	++	0	N/A	--	0	-	0
654	H19	Land at Mill Mount	Allocated for Housing	+	++	++	0	++	+	0	++	0	N/A	-	0	-	0
657	n/a	Peel St/ Margret St	Alternative	+	+	+	0	++	+	0	++	0	N/A	-	-	-	1
660	n/a	Land at Marygate	Alternative	+	+	+	0	++	+	0	++	0	N/A	-	0	-	-
661	n/a	Marygate Car Park, access from Hetherton's	Alternative	+	+	+	0	++	+	-	++	0	N/A	-	--	-	0

		Street																
669	n/a	Site at Jame Street	Alternative	+	++	-	0	++	+	--	++	-	N/A	-	--	-		0
676	n/a	Rufforth Airfield û South of Southfield Close	Alternative	++	+	-	0	+	+	0	+/-	0	N/A	0	0	-	-	
677	H38	Land RO Rufforth Primary School	Allocated for Housing	+	+	+	0	+	+	0	--	0	N/A	0	0	0	0	0
684	E12	York Business Park	Alternative	+	+	+	0	++	+	0	-	0	N/A	0	--	0	0	0
686	n/a	Site to south in York Business park	Alternative	+	+	+	0	+	0	0	-	0	N/A	0	0	0	0	0
690	ST9	Amalgamated North of Haxby	Allocated as a Strategic Housing Site	++	++	+	0	+	+	0	--	--	N/A	0	0	-	-	
691	n/a	Amalgamated East of Monks Cross	Alternative	++	-	--	0	++	+	0	--	0	N/A	0	0	-	-	
692	ST11	New Lane	Allocated as a Strategic Housing Site	++	++	+	0	++	+	-	--	0	N/A	0	-	-	-	
696	H2a	Sites by Racecourse Tadcaster Road A	Allocated for Housing	++	+	-	0	++	+	-	+/-	0	N/A	0	0	-	-	
696	H2b	Sites by Racecourse Tadcaster Road B	Allocated for Housing	++	+	-	0	++	+	-	+/-	0	N/A	0	0	-	-	
697	n/a	Land at corner of Common Road/Hasacarr Lane, Dunnington	Alternative	+	++	+	0	+	+	-	--	--	N/A	0	-	-	-	
698	ST14	Clifton Gate	Allocated as a Strategic Housing Site	++	+	+	0	++	+	-	+/-	--	N/A	0	0	-	-	--

699	ST7	Amalgamated sites to east of Mecalfe Lane	Allocated as a Strategic Housing Site	++	++	+	0	++	+	-	0	--	--	N/A	0	--	-	--	-	--
700	n/a	Amalgamated Site Monks Cross Shopping Park	Alternative	+	+	--	0	++	+	0	0	++	0	N/A	0	0	0	0	0	0
706	E10	Chessingham Park remaining land	Allocated for employment use	+	++	+	0	+	0	0	0	--	0	N/A	0	0	0	0	0	0
723	ST12	Land at Manor Heath, Copmanthorpe	Allocated as a Strategic Housing Site	++	++	-	0	+	+	0	0	--	0	N/A	0	0	-	-	-	-
724	ST18	North of Monks Cross	Allocated for Strategic Employment	++	++	-	0	++	+	-	0	+/-	--	N/A	0	0	-	-	-	-
727	ST15	Heslington Estate Land	Allocated as a Strategic Housing Site	++	-	--	0		+	--	+	--	--	N/A	0	--	-	-	-	--
733	n/a	The Old Vinery, Cinder Lane	Alternative	+	+	+	0	+	+	0	0	+/-	0	N/A	0	0	0	0	-	-
737	n/a	Stockhill Field, West of Church Balk, Dunnington	Alternative	+	++	+	0	+	+	0	0	--	0	N/A	0	0	-	-	-	-
738	n/a	Land on South side of Intake Lane, Dunnington	Alternative	+	++	--	0	+	+	-	0	--	0	N/A	0	--	-	-	-	-
742	E16	Poppleton Garden Centre	Allocated for employment	+	-	-	0	++	+	-	0	+/-	0	N/A	0	0	0	0	0	0
744	n/a	Bull Balks, Dunnington	Alternative	+	++	+	0	+	+	0	0	--	0	N/A	0	0	-	-	-	-
748	n/a	Adj. Stamford Bridge Road, Dunnington	Alternative	+	+	+	0		+	0	0	--	0	N/A	0	0	-	-	-	-
749	n/a	North of Riverside Gardens, Elvington	Alternative	+	++	+	0		+	-	0	--	--	N/A	0	0	-	-	-	-

753	n/a	Behind Manor Farm, Rufforth	Alternative	++	+	-	0		+	0	--	0	N/A	0	0	-	-
757	H48	Haxby Hall Elderly Persons Home	Allocated for Housing	+	++	+	0	+	+	0	--	0	N/A	0	0	0	-
758	n/a	Broad Highway, Wheldrake	Alternative	+	++	+	0		+	0	--	--	N/A	0	0	-	-
763	n/a	Land West of Upper Poppleton	Alternative	++	++	+	0	++	+	0	--	--	N/A	0	0	--	--
764	n/a	Land west of Millfield Lane, Upper Poppleton	Alternative	++	-	-	0	++	+	0	--	--	N/A	0	--	-	-
777	n/a	East of Earswick Village	Alternative	++	+	--	0	+	+	-	--	--	N/A	0	0	-	-
778	n/a	Land West of Chapelfields	Alternative	++	++	+	0	+	+	0	--	0	N/A	0	0	-	--
779	ST29	Land at Boroughbridge Road	Allocated as a Strategic Housing Site	++	-	-	0	++	+	0	--	--	N/A	0	0	-	-
788	n/a	Westfield Lane, Wigginton	Alternative	++	++	+	0	+	+	0	--	0	N/A	0	0	-	-
789	n/a	Land to the west of Becksides, Elvington	Alternative	++	++	+	0		+	-	--	0	N/A	0	0	-	-
790	n/a	Northfield, North of Knapton	Alternative	++	+	+	0	++	+	0	--	--	N/A	0	0	-	--
791/177	H9	Land at Askham lane	Allocated for Housing	+	+	-	0	+	+	-	--	0	N/A	0	0	-	--

## H2: Employment Sites

				SAO1	SAO2	SAO3	SAO4	SAO5 /SAO6	SAO7	SAO8	SAO9	SAO10	SAO11	SAO12	SAO13	SAO14	SAO15
Call for Sites Ref	Local Plan Ref	SITE NAME	Status at Submission Stage	Housing	Health and Well-Being	Education	Jobs and Economy	Equality/Travel	Climate Change	Biodiversity	Land Quality	Water	Waste	Air Quality	Flood Risk	Cultural Heritage	Natural and Built Landscape
8	H34	Land North of Church Lane	Allocated for Housing	0	++	-	++	+	+	-	--	0	N/A	0	0	-	0
13	H49	Station Yard Wheldrake	Allocated for Housing	0	+	-	++		+	0	+/-	0	n/a	0	0	0	-
30	n/a	Land at Intake Lane, Dunnington, York	Alternative	0	++	-	+ / ++	+	+	0	--	--	N/A	0	--	-	-
35	ST4	Land Adj Hull Road - Grimston Bar	Allocated for Housing	0	+	-	++	++	+	0	--	0	N/A	0	0	-	-
37	E3	Ford Garage Jockey Lane	Alternative	0	+	-	++	++	+	0	++	0	N/A	0	0	0	0
58	H8	Askham Bar Park and Ride Site	Allocated for Housing	0	+	++	+ / ++	++	+	-	++	0	N/A	0	0	0	0
59	H22	Heworth Lighthouse	Allocated for Housing	0	++	++	+	++	+	-	++	0	N/A		0	0	0
61	n/a	Salisbury Road former bowling green	Alternative	0	+	-	+ / ++	++	+	--	-	0	N/A	-	--	-	-
64	E4	Land at Layerthorpe and James St	Allocated for Employment	0	++	++	+ / ++	++	+	-	++	0	N/A	-	-	0	0
72	H33	Water Tower Land Dunnington	Allocated for Housing	0	++	+	++	+	+	0	--	--	N/A	0	0	-	-
80	H18	Woodland Chase	Allocated for Housing	0	++	+	+ / ++	+	+	--	++	0	N/A	0	0	-	0
81		Bull Commercial Centre	Alternative	0	+	-	++		+	0	+/-	--	n/a	0	--	-	-
87	n/a	Wills and Ellis Garage	Alternative	0	+	+	+ / ++	++	+	0	++	0	N/A	0	0	0	0
91	ST19	Amalgamated Land around Northminster Business park	Allocated for Employment	0	-	-	++	++	+	0	--	--	n/a	0	0	0	-
97	ST26	South of Airfield Business Park	Allocated for Strategic	0	--	-	++	--	+	-	--	0	n/a	0	0	0	-

			Employment															
98	H23	Grove House EPH	Allocated for Housing	0	++	++	+	++	0	0	++	0	N/A	I	0	-	0	0
99	H21	Woolnough House EPH	Allocated for Housing	0	++	+	+	++	+	0	++	0	N/A	0	0	0	0	0
101		Land at Earswick	Alternative	0	+	-	++	+	+	0	--	0	n/a	0	0	-	-	-
111		Back Lane Wetherby Road Knapton	Alternative	0	+	-	+ / ++	+	+	0	--	0	n/a	0	0	-	-	-
121	H3	Burnholme School	Allocated for Housing	0	++	++	++	+	+	0	+ / -	0	N/A	0	0	0	0	-
124	H20	Oakhaven EPH	Allocated for Housing	0	++	++	+ / ++	++	+	0	++	0	N/A	0	0	0	0	0
127	H5	Lowfields former school site	Allocated for Housing	0	++	+	++	+	+	0	++	0	N/A	0	0	-	-	-
130		Land at Acomb Waterworks	Allocated for Housing	0	+	-	++	++	+	--	++	--	N/A	I	--	-	-	+
136		Land at Intake, Dunnington	Alternative	0	++	-	++	+	+	0	--	0	n/a	0	--	0	0	0
138	E15	York St John University playing field	Allocated for Employment	0	++	++	++	++	+	0	+ / -	-	N/A	0	0	-	-	-
160		Land at Grimston Bar	Alternative	0	--	-	++	++	+	0	--	0	n/a	0	0	-	-	-
161		Land at Murton Lane Industrial Estate	Alternative	0	-	-	++	+	+	0	--	0	n/a	0	0	-	-	-
163		Hudson House	Alternative	0	+	++	+ / ++	++	+	-	++	--	N/A	-	0	-	0	0
170		Pond Field	Alternative	0	++	++	++	++	+	0	--	--	N/A	0	0	-	-	-
172	H7	Bootham Crescent Football Stadium	Allocated for Housing	0	++	++	+ / ++	++	+	0	++	0	N/A	I	0	-	0	0
180		Malton Road site, york	Alternative	0	++	++	++	++	+	0	+ / -	--	N/A	0	--	-	-	-
192	H12	Land RO Stockton lane off Greenfield Park Drive	Allocated for Housing	0	++	+	+ / ++	++	+	0	-	0	N/A	0	0	0	0	0
197	H24	Bristows Garage	Alternative	0	++	++	+	++	0	0	++	0	N/A	-	0	-	0	0
200		Severus Hill	Alternative	0	++	+	+ / ++	++	+	-	-	0	N/A	0	0	-	-	-
202	H4	St Joseph's	Allocated for	0	+	-	++	++	+	-	+ / -	--	N/A	--	0	-	-	0

		Monastery	Housing														
220		Land at Wetherby Road, Knapton	Alternative	0	+	-	++	+	+	0	--	0	n/a	0	0	-	-
226		Site A Land off Main Street Nether Poppleton	Alternative	0	++	+	++	+	+	-	--	0	N/A	0	0	-	-
227		Site B - land off Ouse Moor Lane Nether Poppleton	Alternative	0	++	-	+ / ++	+	+	0	--	0	N/A	0	0	-	-
253		Greenfield site	Alternative	0	+	++	++	+	+	-	--	0	n/a	0	0	-	-
271		Land alongside A64	Alternative	0	+	-	+ / ++	++	+	--	--	0	n/a	0	0	-	-
295	ST1	Amalgomated Sites at British Sugar	Allocated for Strategic Housing	0	++	++	++	++	+	--	++	--	N/A	0	-	-	-
296		Amalgomated sites East of Earswick	Allocated for Safeguarded Land	0	+	-	++	+	+	-	--	--	n/a	0	0	-	-
298		Amalgomated Sites at Connaught Court Care Home	Allocated for Housing	0	++	+	++	++	+	--	-	0	N/A	I	--	-	-
300	H31	Amalgomated sites Eastfield Lane, Dunnington	Allocated for Housing	0	++	+	++	+	+	0	+/-	-	N/A	0	0	0	0
302		Amalgomated site west of Chapelfields 1	Alternative	0	++	++	++	+	+	-	--	--	N/A	0	0	-	-
307	E5	Amalgomated sites at James Street!	Allocated for Employment	0	++	+	+	++	0	-	++	0	N/A	I	--	0	0
308	H6	Amalgomated sites RO Wilberforce Home/York College	Allocated for Housing	0	+	+	++	++	+	0	-	0	N/A	0	0	-	-
318		Amalgomated Sites at Layerthorpe	Alternative	0	++	++	+ / ++	++	+	--	++	0	N/A	I	--	0	0

321	ST2	Amalgomated sites at Millfield lane/A59	Allocated for Strategic Housing	0	+	++	++	++	+	--	--	0	N/A	0	0	-	-
322	H30	Amalgomated sites South of Strensall	Allocated for Housing	0	++	-	++	+	+	-	--	--	N/A	0	0	-	-
327		Amalgomated sites between Knapton and Westfield	Alternative	0	+	-	++	++	+	0	--	0	N/A	0	0	-	-
329	ST8	Amalgomated sites North of Monks Cross	Allocated for Strategic Housing	0	++	-	++	++	+	-	--	--	N/A	0	0	-	-
456	E1	Hungate	Allocated for Employment	0	++	++	++	++	+	-	++	-	n/a	+	--	-	+
472	H1	Former Gas Site 24 Heworth Green	Allocated for Housing	0	++	++	++	++	+	-	++	0	N/A	-	--	-	0
569		Foss Bank Farm	Alternative	0	+	-	+/++	+	+	-	--	0	n/a	0	0	0	0
579	H45	Land adj. 131 Long Ridge Lane	Alternative	0	++	++	+	++	0	0	--	0	N/A	0	0	0	0
580	H36	Land at Blairgowrie House, Main Street	Alternative	0	++	+	+/++	++	+	0	++	0	N/A	0	0	-	-
581		Land at Pansy Field, West of Station Road, Upper Poppleton	Alternative	0	-	-	++	++	+	0	--	0	N/A	0	0	-	-
596	H41	Land adj. 26 & 38 Church lane	Alternative	0	++	-	+/++	+	+	-	--	0	N/A	0	-	-	0
598		South of Moor Lane	Alternative	0	++	-	+/++	+	+	0	--	0	N/A	0	-	0	0
599	E7	Wheldrake Industrial Estate!	Allocated for Employment	0	-	-	+/++	--	+	0	++	0	n/a	0	0	0	0
600	E8	Wheldrake Industrial Estate!	Allocated for Employment	0	-	-	+		+	0	--	0	n/a	0	0	0	0
601		Elvington Park	Alternative	0	++	+	++		+	-	--	--	n/a	0	0	-	0
602	E9	Elvington Industrial Estate!	Allocated for Employment	0	++	++	+/++		+	0	--	-	n/a	0	0	0	0
603		Land at Airfield Business Park, Elvington	Alternative	0	--	-	+		+	0	++	0	n/a	0	0	0	0

604		Land to west of Elvington Airfield Business Park	Alternative	0	--	-	+ / ++	I	+	-	-	-	n/a	0	0	0	-
605		Site E, Airfield Industrial Estate, Elvington	Alternative	0	--	-	+ / ++	I	+	0	++	0	n/a	0	0	0	0
618	H44	Land RO Surgery & 2a/2b Petercroft Lane	Alternative	0	++	++	+	+	0	0	--	0	N/A	0	0	-	0
620		Land north of Sledmere Crossing, Dunnington	Alternative	0	-	-	++	+	+	0	+ / -	--	n/a	0	-	-	-
621		To the Rear of Blue Coat	Alternative	0	--	-	+ / ++	+	+	0	--	0	n/a	0	0	0	0
623	n/a	Land adjacent to Grimston Bar and A1079	Alternative	0	--	-	++	++	+	0	+ / -	-	N/A	0	0	-	-
624		MOD Land Fulford	Alternative	0	+	-	+	+	+	0	++	0	N/A	0	0	-	-
626		Land at Brear Close	Alternative	0	+	++	+ / ++	+	+	-	-	0	N/A	0	0	-	0
627	H11	Land at frederick House East of Fulford	Allocated for Housing	0	+	+	+ / ++	++	+	0	++	0	N/A	-	0	-	0
629		The Retreat, Heslington Road	Alternative	0	++	+	++	++	+	-	++	0	N/A	I	0	-	-
635	E2	Land north of Monks Cross Drive	Allocated for Employment	0	+	-	+ / ++	++	+	0	-	0	N/A	0	0	0	0
639	E11	Annamine Nurseries	Allocated for Employment	0	+	++	+ / ++	++	+	0	++	0	N/A	0	0	0	0
645		Land west of Haxby Road	Alternative	0	+	+	+ / ++	+	+	-	+ / -	0	N/A	0	0	0	0
648		Carparks at Nuffield Hospital	Alternative	0	+	++	+ / ++	++	+	0	++	0	N/A	I	-	-	0
649		Car park, High Newbiggin Street	Alternative	0	++	++	+ / ++	++	+	0	++	0	N/A	-	0	-	0
651	H25	Heworth Green North (Forum Site)	Allocated for Housing	0	++	++	+ / ++	++	+	-	++	0	N/A	I	--	0	0
653		Carpark off Bishopthorpe Road	Alternative	0	+	++	+	++	0	0	++	0	N/A	--	0	-	0

654	H19	Land at Mill Mount	Allocated for Housing	0	++	+	+ / ++	++	+	0	++	0	N/A	-	0	-	0
657		Peel St/ Margret St	Alternative	0	+	++	+ / ++	++	+	0	++	0	N/A	-	-	-	0
660		Land at Marygate	Alternative	0	+	++	+ / ++	++	+	0	++	0	N/A	-	0	-	-
661		Marygate Car Park, access from Hetherton's Street	Alternative	0	+	+	+ / ++	++	+	-	++	0	N/A	-	--	-	0
669		Site at Jame Street	Alternative	0	++	+	+ / ++	++	+	--	++	-	N/A	-	--	-	0
684	E12	York Business Park	Allocated for Employment	0	+	++	+ / ++	++	+	0	-	0	N/A	0	--	0	0
688		Land to the West of Knapton	Alternative	0	+	-	++	++	+	0	--	0	n/a	0	0	-	-
692	ST11	New Lane	Allocated for Strategic Housing	0	++	+	++	++	+	-	--	-	N/A	0	-	-	-
694		Amalgamated sites adj Designer Outlet	Alternative	0	+	-	++	++	+	-	--	0	n/a	l	--	-	-
695		Amalgamated extension sites to York Designer Outlet Centre	Alternative	0	-	-	++	++	+	-	++	0	n/a	0	0	0	0
696	H2	Amalgamated sites off Tadcaster Road	Allocated for Housing	0	+	+	++	++	+	-	+ / -	0	N/A	0	0	-	-
697	E6	Land at corner of Common Road/Hascar Lane, Dunnington	Alternative	0	++	++	+ / ++	+	+	-	--	--	N/A	0	-	-	-
700		Amalgamated Site Monks Cross Shopping Park	Alternative	0	+	-	+ / ++	++	+	0	++	0	N/A	0	0	0	0
706	E10	Chessingham Park remaining land	Allocated for Employment	0	++	++	+	l	0	0	--	0	N/A	0	0	0	0
724	ST18	North of Monks Cross	Allocated for Strategic Employment	0	++	-	++	++	+	0	+ / -	0	N/A	0	0	-	-

726		Wheatlands	Alternative	0	+	-	++	++	+	-	--	--	n/a	0	0	-	-
742	E16	Poppleton Garden Centre	Allocated for Employment	0	-	-	++	++	+	-	+/-	0	N/A	0	0	0	0
744	n/a	Bull Balks, Dunnington	Alternative	0	++	++	+/>++	+	+	0	--	0	N/A	0	0	-	-
786		London Bridge Site 1B	Alternative	0	+	-	++	++	+	--	--	0	n/a	0	--	-	-
793		Land to the South of Northminster Business Park	Alternative	0	-	-	++	++	+	0	--	--	n/a	0	0	-	-
795		Greenacres	Alternative	0	--	-	+/>++	+	+	0	--	0	n/a	0	0	-	-
798		Land to the East of Designer Outlet	Alternative	0	-	-	+/>++	++	+	-	--	0	n/a	l	0	-	-
799	ST21	York Designer Outlet	Allocated for Leisure	0	+	-	?	++	+	-	++	0	n/a	0	-	0	0
800	ST25	Land South of Designer Outlet (formerly SF4)	Allocated for Strategic Employment	0	+	-	++	++	+	-	--	0	N/A	0	--	-	-

801		Clifton Gate Business Park Built Footprint	Alternative	0	-	+	+ / ++	+	+	0	++	--	n/a	0	0	-	-	
816	ST27	Heslington East University Campus and Extension	Allocated as Strategic Employment	0	+	-	++	++	+	-	--	--	n/a	0	--	-	-	--

### H3: Mixed Use Sites

Call for Sites Ref	Local Plan Ref	SITE NAME	Status at Submission Stage	Housing	Health and Well-Being	Education	Jobs and Economy	Equality/Travel	Climate Change	Biodiversity	Land Quality	Water	Waste	Air Quality	Flood Risk	Cultural Heritage	Natural and Built Landscape
456	MU1	Hungate	Allocated for Mixed Use	++	++	+	++	++	+	-	++	--	N/A	-	--	-	+
470	MU2	Terrys	Allocated for Mixed Use	++	++	+	N/A	++	+	-	++	--	N/A	0	0	-	-

## H4: Gypsy, Traveller & Showpeople Sites

				SAO1	SAO2	SAO3	SAO4	SAO5 /SAO6	SAO7	SAO8	SAO9	SAO10	SAO12	SAO13	SAO14	SAO15
Call for Sites Ref	Local Plan Ref	SITE NAME	Status at Submission Stage	Housing	Health and Well-Being	Education	Jobs and Economy	Equality/Travel	Climate Change	Biodiversity	Land Quality	Water	Air Quality	Flood Risk	Cultural Heritage	Natural and Built Landscape
818	GT1	Moor Lane	Allocated as a Gypsy or Traveller Site	+	--	--	0		0	0	--	--	0	--	0	-
819	GT2	Acres Farm	Allocated as a Gypsy or Traveller Site	+	+	--	0	++	0	-	--	0	0	--	-	-
22	SP1	The Stables	Allocated as a Gypsy or Traveller Site	+	--	--	0		0	0	+/-	--	0	0	0	-

# **Appendix I**

## **Appraisal of Strategic Sites and Alternatives**

## Part 1: Allocated Strategic Sites

<b>ST1: BRITISH SUGAR / FORMER MANOR SCHOOL .....</b>	<b>2</b>
<b>ST2: FORMER CIVIL SERVICE SPORTS GROUND .....</b>	<b>15</b>
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<b>ST11: NEW LANE, HUNTINGTON .....</b>	<b>94</b>
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<b>ST15: WHINTHORPE.....</b>	<b>151</b>
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<b>ST17: NESTLÉ SOUTH .....</b>	<b>188</b>
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NB: Sites with extant planning permission have not been (re)appraised in this Appendix unless there are potential changes which may be relevant. It is assumed that planning permission dealt with issues through the planning process.

## ST1: British Sugar / Former Manor School

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development of the British Sugar site is forecast to provide 1140 dwellings representing 6.5% of the total requirement over the plan period. This is a significant re-development of a former factory site within the city that has the potential to provide a new community and respond to mixed needs. 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. This number of dwellings, in line with the proposed Affordable Housing Policy (H9) within the Local Plan, should provide around 280 affordable units which would also be significantly positive in meeting the city’s housing needs.</p> <p>Some local facilities and services are available within proximity of the site, which would be positive in the short-term but given its size, further facilities will need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term. A local centre/neighbourhood parade is planned on this site to ensure that the new residents have local access to facilities and undue pressure is not put on existing facilities in the long-term.</p> <p>Overall, this site has been assessed as having a permanent significant positive effect on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York’s population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people’s health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier</li> </ul>	<p style="text-align: center;">+ -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes. The development currently has access to amenity greenspace (inside and outside of the boundary), allotments to the southern end (200m) and sports pitches to the northern end (200m). However, any development would require the inclusion of open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of open space types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment.</p> <p>The boundary of the site incorporates the former Manor school and its associated open space as well as a former sports ground. Both of these uses should be re-provisioned as applicable within the masterplan. It is envisaged that the net provision of open space overall will increase to</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>lifestyle though access to leisure opportunities (walking / cycling);</p> <ul style="list-style-type: none"> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>Light green background with a vertical yellow stripe.</p>	<p>meet the needs of the new population although there is some uncertainty at this stage of the types to be brought forward. It is likely that in the short-term there may be a negative effect whilst the development is under construction and until alternative provision is brought forward.</p> <p>This development should support walking and cycling within the site given its suburban location and should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities.</p> <p>There are existing doctors and dentists in the vicinity of the site and it is anticipated that this development would support additional provision to ensure the new and existing population have adequate access to healthcare. Provision of this should be accommodated on site to encourage local access to services. This approach should have an overall benefit on the health and well-being of prospective residents.</p> <p>The site is currently located adjacent to a railway line and would need to ensure the safety of residents in masterplanning the development. A noise survey would also be required to help determine the suitability of end uses to minimise nuisance to new residents. This is a former factory site which needs to be appropriately remediated for any contamination issues connected with its former use to ensure no adverse impacts on the health of residents. Preliminary works to identify contamination and noise issues have been undertaken and a strategy for remediation is currently under preparation.</p> <p>The site is adjacent to existing business and residential areas. It is likely that there will be impacts on these neighbouring uses for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, it is anticipated that the impacts are likely to be positive in the medium to long-term as the facilities and open space are developed but may potentially have some short-term adverse impacts in relation to re-provisioning of open space and site construction..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The strategies for contamination and noise remediation should be implemented accordingly.</i></li> <li><i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Preliminary investigations on the site for contamination and noise will be remediated through agreed strategies with the Council and Environment Agency.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning.</i></li> <li><i>The level and type of open space will be subject to masterplanning.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	<p style="text-align: center;">+ -</p>	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision. 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 (200m), although capacity at the school would need to be established.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon employment practices in the companies that construct the development. The scale of the development will require a local centre/neighbourhood parade offering services and facilities, which would provide opportunities for a small numbers of local jobs and potentially also providing some local training opportunities.</p> <p>Currently, the effects of this are assessed as potentially positive but with a negative assessment regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made. <b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A primary school should be planned into any masterplan to adequately accommodate students arising from the new development and to ensure undue pressure is not put on existing educational facilities.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Manor school would have the ability to expand adequately to take on new students arising from development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>This is a former British Sugar factory, which ceased operations in 2007. The factory buildings since then have been demolished and the site has remained vacant. This site has been considered primarily for residential uses and not the redevelopment for employment uses as other locations have been identified through the Local Plan.</p> <p>Whilst employment is not the key land use for this site, the scale of the development will require a local centre/neighbourhood parade offering services and facilities, which would provide opportunities for a small numbers of local jobs, potentially similar in number to that lost through closure of the factory. Temporary jobs would also be generated through the construction of the site in the short to medium term and may generate opportunity for training in this industry.</p> <p>The development overall would support the housing of the local workforce for other employment opportunities within the city helping to support the overall economy, particularly given the site’s location adjacent to Millfield Lane Industrial Estate and York Business Park. This suburban site should also benefit from frequent bus routes into the city centre along the A59/Boroughbridge road to connect people with employment</p>

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	<p>infrastructure for economic growth;</p> <ul style="list-style-type: none"> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>		<p>opportunities across the city.</p> <p>This site is therefore likely to have a positive short term direct effect and long-term indirect permanent effect on this objective through the provision of housing.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site and provision of housing, community facilities and local services may help to address deprivation issues identified within the Index of Multiple Deprivation (2010) regarding barriers to housing and services in adjacent areas, which are identified as being more deprived in comparison with some other areas of the city.</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target to provide 25% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</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 facilities locally. This would depend upon implementation of the masterplan and location/scale of convenience provision. There are existing facilities just within 800m of the site which may also benefit from the large residential development as their viability could be increased. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on the existing facilities and to ensure access from houses on the proposed site which are further than 800m from facilities.</p> <p>Overall this site has been assessed as having a significant positive impact on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The number of facilities within the existing area would need to be supplemented to ensure adequate provision for the existing and new populations.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The facilities and services provided on the site will be subject to masterplanning and occupation following development.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p style="text-align: center;">+ +</p> <p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>Overall, the development should have good transport links and be able to promote non-car modes of travel. This site has existing access to a bus route of every 20 minutes and a high frequency park and ride service which both transport directly into the city centre. The site is also within 5 minutes cycle of the train station. Further sustainable transport links to existing and new pedestrian and cycle networks would need to be established on the site to help promote alternative modes of travel. The potential for the site to link with existing and other new development as well as rail links directly to the railway station is also being investigated. The number, type and location of routes is dependent upon masterplanning but there is potential for this to have a positive impact on this objective due to the ability to utilise and build upon existing transport connections as well as the creation of new ones.</p> <p>The site will need to provide local facilities on site, which should have a positive influence in minimising trip generation in relation to convenience goods and services. This would need to be connected to the proposed transport infrastructure on site to maximise the use of non-car modes of travel to move short distances. The site is also located adjacent to existing areas of employment which, should they be successfully connected could also help to reduce the need to travel. Local provision and employment opportunities are likely to have an indirect positive impact depending on the implementation of appropriate infrastructure.</p> <p>The location of the site in close proximity to the ring-road may exacerbate congestion in the area, particularly at peak times. The Transport Implications Paper (2013) shows that the ring-road to the west of the city has capacity issues and that works would need to be undertaken to alleviate this in relation to new development. Junction improvements have taken place at the A59/ring-road junction for the new park and ride facility but further work may need to be undertaken to establish the extent of impact from this development. The existing high frequency bus routes may help to alleviate some impacts given that they run directly to the city centre but it would be important that sustainable routes for travel are established prior to the site's completion to ensure sustainable travel patterns are established by residents from the outset and to avoid reliance on the car.</p> <p>On balance, it is likely that this site could have positive and negative impacts on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The impact from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The existing transport routes can be linked into the new development.</li> </ul>

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		<div style="display: flex; justify-content: space-between; width: 100%;"> <span style="background-color: #00b050; width: 50%; height: 100%;"></span> <span style="background-color: #ffc107; width: 50%; height: 100%;"></span> </div>	<ul style="list-style-type: none"> <li><i>That the existing bus services continue into the future.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of congestion as result of this development as a result of its occupation.</i></li> <li><i>The behaviour of future occupiers and their travel needs.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<div style="display: flex; justify-content: space-between; width: 100%;"> <span style="background-color: #90ee90; width: 50%; height: 100%; text-align: center; vertical-align: middle;">+</span> <span style="background-color: #ffc107; width: 50%; height: 100%; text-align: center; vertical-align: middle;">-</span> </div>	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of employment opportunities, local facilities and services and open space, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government's agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar and solar thermal technologies and medium potential for ground source heat pumps. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%; background-color: #90EE90; height: 20px;"></div> <div style="width: 45%; background-color: #FFD700; height: 20px;"></div> </div>	<ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%; background-color: #FF0000; height: 20px;"></div> <div style="width: 45%; background-color: #90EE90; height: 20px;"></div> </div> <p style="text-align: center; margin-top: 5px;">- +</p>	<p><b>Likely Significant Effects</b></p> <p>Development of this site would comprise brownfield land and in consequence, it is assumed that the potential for adverse effects on biodiversity (e.g. due to disturbance or habitat loss) would be reduced.</p> <p>This site is not in close proximity to nationally/internationally designated nature conservation sites. However, the site does contain a SINC bordering the railway line. The 'British Sugar Sidings' is 500m long and is designated for species of <i>aculeate hymenoptera</i> (Bees and wasps). This site may be temporarily impacted through the construction of the site in the short-term and it would be necessary to ensure the limiting of disturbance to avoid adverse impact on the bees and wasps. Mitigation measures are likely to include significant buffering to ensure the integrity of the site and to limit further disturbance from residents as well as phasing development around the site to correspond to the lifecycle of these species.</p> <p>The site will be required to include on-site provision of open space and provide an opportunity for connecting with adjacent green infrastructure. In order to ensure that the value of the land in terms of biodiversity is improved, different types of space should be provided to enable connectivity between existing and new green infrastructure. Similarly, the site should provide spaces for people to access and enjoy the natural environment. In order to demonstrate this, masterplanning should include a green infrastructure/landscape strategy to ensure these benefits are maximised. Overall, this site could be incorporated into the Green Infrastructure scheme on site enabling a long-term positive outcome towards this objective.</p> <p>On balance, a cautionary approach needs to be taken with this site and whilst there is the potential to have a direct long-term positive effect, it is subject to the appropriate buffering of the site. It has therefore been assessed as having positive and significant negative effects on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to ensure that disturbance to the wasps and bees is minimised, the phasing of development should take into consideration the life-cycle of the species;</i></li> <li><i>In order to maintain the integrity of the SINC, appropriate buffering of the site is required. A Green Infrastructure Strategy should also take this into consideration.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Biodiversity will improve from the current baseline.</i></li> <li><i>The biodiversity value of brownfield land is less than that of greenfield sites.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The type and location as well as mitigation measures are to be determined through masterplanning. This creates uncertainty as to the scale</i></li> </ul>

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			<p><i>and significance of any effects.</i></p>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="text-align: center;"><b>++</b></p>	<p><b>Likely Significant Effects</b></p> <p>This is a 40 ha brownfield site with a former industrial processing history. The site has been cleared and is now vacant for re-use.</p> <p>Preliminary studies have identified contamination issues on the site in line with its former use. Remedial work will be statutorily required prior to development to minimise contamination and ensure that the soils are suitable for their proposed use. A strategy for remediation is currently under preparation.</p> <p>In the long-term this should have a significant positive impact on this land improving the site as part of the development.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Any contamination of the site needs to be remediated appropriately for the proposed use.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The evidence base has appropriately identified contamination issues and this will be dealt with appropriately through the remediation strategy.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	<p style="text-align: center;"><b>-</b></p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</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. The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term.</p>

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			<p>On balance, this has been assessed as having a negative impact on this objective although this may be offset in the long-term through incorporating water efficiency, which are yet to be determined.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Yorkshire Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>

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12. Improve air quality.	<ul style="list-style-type: none"> <li>• Reduce all emissions to air from current activities;</li> <li>• Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>• Support the development of city wide low emission infrastructure;</li> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no AQMAs adjacent to this site. However, given the proximity of the ring road and the potential for increased congestion/ traffic flows associated with both construction and operational traffic, air quality levels should be monitored and managed as there are potentially large air quality implications for West of the city. There is an AQMA around the city centre, which may be affected should travel increase towards the city centre. There may also be short-term adverse impacts arising from construction activities relating to, for example, on-site HGV movements, dust and emissions associated with the use of machinery. A full air quality impact assessment is therefore likely to be required.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short-distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Overall the impact of this site could be negative subject to the implementation of mitigation and ensuring the occupants on site have sustainable travel behaviour.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</i></li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>This development is located within Flood Zone 1 accordingly to CYC's Strategic Flood Risk Assessment (2014), which is not a high risk flood zone.</p> <p>Surface water flooding is an identified issue within York. The scale of the development should allow for the incorporation of mitigation techniques</p>

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	<p>flood risk;</p> <ul style="list-style-type: none"> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>		<p>for the management of surface water flooding such as sustainable drainage (SUDs). Given that this is a brownfield site, it will need to ensure that the run-off rates do not exceed 70% of the existing rate through any re-development (based on 140 l/s/ha of proven connected impermeable areas). The details of this would need to be designed in to any masterplanning of the site.</p> <p>The site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The development of the site would require mitigation for surface water and that the site remains in flood zone</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	+ -	<p><b>Likely Significant Effects</b></p> <p>The site does not contain any historic assets or listed buildings. An archaeological desktop survey has been undertaken for the site and 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 Heritage Impact Assessment (2014) has identified issues in relation to 5 of the 6 principal characteristics identified in the Heritage Topic Paper (2014), including, compactness, landmark monuments, architectural character, archaeological complexity and landscape and setting. Principally, it has been identified that there are local views into and out of the site towards Acomb, Clifton Ings and the River Ouse. Views towards the Minster, a landmark monument, are likely and would need to be carefully considered through any masterplanning of the development to ensure no negative impacts are experienced through being obscured. Similarly, masterplanning needs to consider how the development interacts with the existing residential areas to ensure the identity of the distinct former factory site is not lost.</p> <p>Positively, it is acknowledged that the development of a former industrial site on the edge of York which is visible from a number of locations, would provide an opportunity for enhancement of the architectural character of York. This is also subject to high quality design ensuring that appropriate scale and quality design / craftsmanship is used. Using this approach, there may be opportunities for the redevelopment of this site to enhance the setting of the city subject to its design and layout although careful consideration will need to be taken in relation to the views into, out of, across and towards the site.</p> <p>On balance, this has been identified to have potentially positive and negative impacts on the historic environment. The impacts identified will be better understood through masterplanning.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Masterplanning needs to take considerations of the views on site to ensure that they are not obstructed through development. Further</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; justify-content: space-between; width: 100%;"> <span style="background-color: #90EE90; width: 50%;"></span> <span style="background-color: #FFD700; width: 50%;"></span> </div>	<p><i>analysis is required.</i></p> <ul style="list-style-type: none"> <li><i>In defining the development, the strong identity of the site needs to be taken into consideration so that this is not lost through merging with existing development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>Further analysis is required to understand the specific views into/out of the site. This will need to feed into the masterplan of the site.</i></li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<div style="display: flex; justify-content: space-between; width: 100%;"> <span style="background-color: #90EE90; width: 50%; text-align: center;">+</span> <span style="background-color: #FFD700; width: 50%; text-align: center;">-</span> </div>	<p><b>Likely Significant Effects</b></p> <p>The site is now vacant and therefore, during the construction phase there may be temporary impacts in relation to visual amenity. In the medium to long term this will depend upon design and masterplanning of the site.</p> <p>The Heritage Impact Assessment (2014) has identified views into and out-of the site, specifically across the city towards the Minster and Clifton Ings. Development may therefore have negative effects where these views are obscured. The HIA has also identified that the former factory site has a strong identity and that this may be lost through merging with the existing residential areas. The impact on the city from development will be predominantly dependent upon ensuring that these considerations are incorporated into the design of the site. The site also includes a SINC. This could contribute to the overall landscape design of the development, particularly in relation to green infrastructure provision.</p> <p>There is an opportunity for the redevelopment to enhance the landscape character and visual amenity in this location in comparison to the former industrial use. There is also an opportunity to incorporate views through the site to enhance the setting. There is the opportunity for this site to become a new community in York with locally distinctive characteristics creating and complimenting the surrounding built and natural landscape in the long-term</p> <p>It would be recommended that alongside the masterplanning process, a landscape strategy is developed to understand how the development will impact on the existing city as well as develop character on the former factory site.</p> <p>On balance, there is potential for the site to have mixed positive and negative impacts on this objective although it is acknowledged that this will be subject to consideration of the landscape character and high quality design during masterplanning.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Identification of views on the site to help inform the landscape strategy should be undertaken. This will help to maximise opportunities for informing the masterplanning process and increase design quality.</i></li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		+	<ul style="list-style-type: none"> <li>A former industrial site can be enhanced through re-development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy.</li> </ul>

**Summary**

A significant positive effect has been recorded against objective 1 (housing) due to the significant provision of new dwellings and long term delivery of new facilities and objective 5 (equality) due to the inclusion of affordable housing and local services. Objective 9 (land use) was also identified as a significant positive effect due to the reuse of a previously developed brownfield site. Objective 8 was assessed as having the potential for a significant negative and minor positive effect.

Objective 4 (jobs) was recorded as a minor positive effect due to the generation of construction jobs and longer term employment on the new development, as was objective 13 (flooding) due to the low flood risk and potential uptake of sustainable drainage systems. A minor negative effect was identified for objective 10 (water) as a result of increased pressures on local water resources, objective 11 (waste) due to the overall increase in waste generation, and objective 12 (air quality) due to the potential for increased congestion and deterioration of local air quality.

A mixed minor positive and negative effect was determined for objective 2 (health) due to the access to open space and promotion of outdoor activities in addition to the temporary disturbance and disruption during construction. Objective 3 (education and training) was identified as a mixed minor positive and negative effect due to the enhancement of construction skills and potential longer term training opportunities through the new facilities on site, and the educational requirements which are anticipated to exceed the capacity of existing schools. A mixed minor effect was also recorded for objective 6 (transport) as a result of public good transport links and the potential for exacerbated congestion on the ring road, objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences, and objective. Mixed minor positive and negative effects were also identified for objectives 14 (cultural heritage) and 15 (landscape) as a result of the impacts on local identify, views and potential archaeology on site, in addition to enhancement of the architectural character of York.

There are uncertainties over the number of students from the development and number of jobs generated, the level of congestion, the amount of waste generated and the scale of archaeology present on site.

Key	
Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST2: Former Civil Service Sports Ground

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*	
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>This 10ha site off the A59 could provide around 290 dwellings which will make an important contribution to the overall housing stock of the City and the dwelling mix which allows for affordable housing in an area of need.</p> <p>There are some community facilities within the vicinity (nursery school and secondary school) although these would have to be supplemented over the medium and longer term, perhaps in combination with other development sites in the vicinity. There is access to open space in the vicinity and some open space will be provided on site.</p> <p>Overall, the site will have a permanent significant positive effect on this objective, reflecting the size of the site and its contribution to the City's dwelling stock, particularly in terms of affordable housing in this area of need.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Phasing of development should include the provision of facilities to ensure the population is provided for.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</li> <li>• The levels and type of community facilities that will be required</li> </ul>	
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle though access to</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Short-term construction noise has the potential to impact existing residents, although this would be temporary. In the longer term, a noise assessment would be required, as the site is in close proximity to the A59, which has the potential to adversely affect new housing.</p> <p>The site is adjacent to existing business and residential areas. It is likely that there will be impacts</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>leisure opportunities (walking / cycling);</p> <ul style="list-style-type: none"> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<div style="background-color: #90EE90; width: 100%; height: 100%;"></div>	<p>on these neighbouring uses for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>Similarly there could be an impact on air quality, habitable rooms may need to be orientated away from the road, but also the increase in traffic from the proposed development could have an impact on health through air quality on a localised level. The development of the site would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes. The loss of formal recreation provision is balanced by direct re-provision elsewhere in the City.</p> <p>Whilst there is some access to existing open space (including Natural and Semi- Natural Open space, Amenity Space, Outdoor Sports Provision and Allotments), Any development would require the inclusion of open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of open space types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment.</p> <p>This development should support walking and cycling within the site and given its suburban location it should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities, which are located adjacent to the site.</p> <p>On balance, it is anticipated that the impacts are likely to be mixed positive and minor negative in the short term and positive in the medium to long-term as the facilities and openspace are developed and assessments concluded and mitigation measures implemented.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A land contamination assessment and a noise assessment should be conducted and The strategies should be implemented accordingly.</li> <li>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Preliminary investigations on the site for contamination and noise will be remediated through agreed strategies with the Council and Environment Agency.</li> <li>Open space and sports provision will be included in the development</li> <li>There will be a cycle path that links to the current network.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of open space will be subject to masterplanning.</li> <li>Impact, if any of land contamination from the petrol station.</li> <li>If healthcare facilities would need to be included as part of any development.</li> <li>Impact of noise on the development</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The site is adjacent to a secondary school and a nursery school, although the capacity of these and the nearest primary school is not known at this stage. At around 290 dwellings, the development could generate significant additional demand, requiring new build or expansion of existing facilities and the need for co-ordination with provision associated with other strategic sites in the vicinity.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon market forces. There could also be a minor positive effect in relation to job creation from the provision of other new facilities and retail.</p> <p>It is anticipated that this should have a significant positive impact on this objective but with some uncertainty regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of educational facilities would be in line with policy EST1 of the Local Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site.</p> <p>The site is in reasonable proximity to the City Centre, providing opportunities for sustainable travel for workers and shoppers.</p> <p>This has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Based upon the current affordable housing policy, the site would need to provide a significant proportion of affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective in the long-term in meeting the identified affordable housing need, reducing homelessness and supporting equal access to housing.</p> <p>There is good access to York via bus routes, cyclepaths, roads and railways.</p> <p>Overall this has been assessed as having a significant positive effect on equality and access.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <p>Local service provision (existing and potential) will meet needs of new residents.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The facilities and services provided will be subject to masterplanning and occupation following development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>Whilst the development is adjacent to the A59 and could contribute to congestion in the area, particularly at peak times. However, the proximity of the site to the City Centre and the provision of bus routes (including those operating from the Poppleton P&amp;R), a railway station and cycle paths offers opportunities for sustainable travel for new residents.</p> <p>Overall, the effects are assessed as being significant positive provided that the most is made of these opportunities.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A transport assessment and travel plan would be required for the development.</li> <li>• Sustainable transport links to existing pedestrian and cycle routes should be included.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</p> <p>Whilst the site is relatively small, a range of climate change mitigation measures could be incorporated through design, layout and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A sustainability and low carbon strategy should be implemented across the site to help</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>minimise and manage negative impacts towards climate change.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of inclusion of renewable energy sources in the development is uncertain.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site is mixed greenfield and brownfield with a past use as a sports ground. Whilst it is in principle part of the City's green infrastructure network, it is not accessible to the public. Development could enhance its character, providing access and biodiversity areas for residents.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Incorporation of accessible biodiversity elements into the masterplan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site is part greenfield and part brownfield reflecting its previous use as a sports ground. As such a minor positive effect is predicted, using the opportunity to re-use of land which has fallen out of productive use.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site is not located within a Source Protection Zone. The increase in local population is expected</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p>to increase the demand on water resources, which has the potential for a negative effect on water quality. There is the potential for measures such as water metering, water harvesting and other efficiency measures to result in a reduction of per capita water consumption.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>The net effect is assessed as being minor negative.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of water efficiency measures is not yet known.</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is uncertain.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	+	<p><b>Likely Significant Effects</b></p> <p>The development is over 500m from the nearest AQMA. No effects on the AQMA are anticipated. Due to the increase in traffic movements and local congestion, a localised reduction in air quality is expected. Residents may also be exposed to poor air quality due to the close proximity of the A59. Consideration to the site design will need to be given to ensure that residences are set back from the carriageway and habitable rooms are orientated away from the roads where necessary.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p> <p>Despite the presence of some opportunities for the promotion of sustainable travel, a significant increase in car use and local congestion is expected.</p> <p>Overall, the effects of the development are assessed as having positive and negative effects , reflecting the likely increase in car traffic, but the location of site in relation to the City Centre and significant opportunities for sustainable transport use.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required for the development.</li> <li>Residences should be set back from the carriageways and habitable rooms orientated away from the roads where necessary.</li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The development is located in an area identified as being at very low risk of flooding. Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development in line with Local Plan policy FR2. The site also must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3. As a Greenfield site, run off must not exceed 1.4 l/sec/ha.</p> <p>For the above reasons, the site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>Development of this site will contribute to a change in the overall character of this area of the City by advancing the urban area westward. The Heritage Impact Assessment for the City concludes that there could be minor negative effects associated with architectural character, archaeology and landscape and setting of the City. The Minster and other landmarks may be visible from the highest point in the site. Masterplanning and detailed planning consent would need to pay heed to these issues to secure the best development fit for the site, although landscape and setting impacts could not be mitigated.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Archaeological assessment and evaluation will be required.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Further setting, architectural and craftsmanship analysis and mitigation would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
15. Protect and enhance York's natural and built landscape.	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	<b>0</b>	<p><b>Likely Significant Effects</b></p> <p>This site contributes to the open countryside and rural setting of York when viewed from the A59. Its development will reduce the sense of openness between the ring road and the current built extent of the City along Boroughbridge Road. However, this is an urban fringe landscape, and given the past use of the site and opportunities for high quality design along the frontage to the A59, an overall neutral effect is likely.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Further landscape assessment and mitigating measures are required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p><b>Summary</b></p> <p>This site, reflecting its location and past use as a sports ground, exhibits a range of likely effects, ranging from minor negative to significant positive. The provision of housing (a proportion of which will be affordable) will significantly contribute to meeting the City's housing needs, and new residents will bring skills and spending which will contribute to the City's wealth and business health. Service provision in the locality is a concern and will have to be examined in more detail to ensure that there are no capacity issues as a result of the development and new residents are reasonably provided for. However, sustainable transport links adjacent to and in the vicinity of the site are good which will contribute to the overall sustainability of the location should new residents choose these.</p> <p>No significant negative effects were identified against any of the objectives, although minor negative effects were in respect of greenhouse gas emissions, waste and impact on the City's character and setting. Whilst waste and greenhouse gas emissions can to some extent be mitigated against, the change in the setting of the City is permanent. It will be thus require careful masterplanning to ensure that the frontage to the Boroughbridge Road helps to retain a sense of openness and that quality design is achieved throughout the development. Given the relatively small scale of the site, there are uncertainties over the level and type of open space and opportunities for renewable energy generation which could be included in the development,</p>			

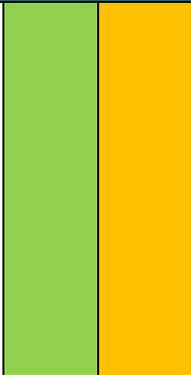
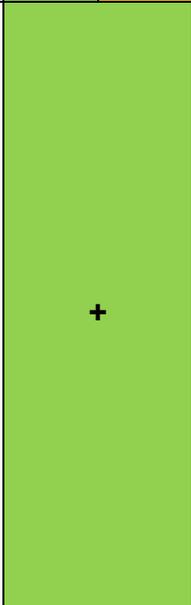
Key	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect

+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST4: East of Grimston Bar

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The proposed development is forecast to deliver 230 new houses which would contribute towards meeting the needs of the population by significantly increasing the housing stock in an area of known need. Based upon the proposed affordable housing policy (H9), the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a positive contribution towards meeting the affordable housing need in the long term.</p> <p>Due to the scale of the development, it is not expected that new facilities will be included in the development, however this is a possibility as part of a sustainable mix of uses.</p> <p>Due to the significant delivery of new homes, this has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Include provision of new community facilities and services in the development if possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>There are no adjacent residential areas that may experience short term disturbance during development, as the site is bounded by a road and the Grimston Bar Park and Ride. Fields are present to the south of the site, and the University campus further south is assumed to be too far from the development area to be affected by noise.</p> <p>In the longer term, the A1079 and the Park and Ride have the potential to cause noise disturbance for</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	unacceptable risks to health.			<p>residents on the completed development, with potential impacts on health. A noise assessment has been carried out and mitigating measures recommended.</p> <p>The site is also at risk of land contamination from a nearby petrol filling stations and a former landfill site, which could have resulted in contaminants migrating to the development area. Further intrusive investigations have been recommended as a result of an initial contaminated land desk study. As a result, further investigation and potential remediation work would be necessary.</p> <p>The developer has indicated that a woodland trail and children’s play area would be included in the development, along with new pedestrian and cycle routes. This would support residents to take up a healthier lifestyle through the promotion of outdoor activities. The site also has good access to open space.</p> <p>There are no healthcare facilities located within 800m of the development.</p> <p>Overall this has been assessed as having a mixed minor positive and negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The recommendations of the noise survey should be implemented.</i></li> <li>• <i>Further contaminated land assessment should be performed and any necessary remediation completed.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that any land contamination would be remediated prior to development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of open space included in the development will be subject to masterplanning.</i></li> </ul>
3. Improve education, skills development and training for an effective workforce.	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>Part of the site has access to a primary school within 800m. There are no nurseries or secondary schools within this distance from the development. The capacity of the nearby schools to accept additional students would need to be determined. Part of the University of York campus is also located within 400m of the development, which could provide higher educational opportunities for students living on the development.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>would be dependent upon employment practices in the companies that construct the development. It is therefore anticipated that there will be a mixed minor positive and negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of educational facilities would be in line with policy EST1 of the Local Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> <li>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. If community facilities or shops are included in the development, then there may also be the long term generation of a small number of jobs on the development.</p> <p>The University of York campus located close to the development means that the development has the potential to support the local workforce and benefit the local economy.</p> <p>The proximity of the University campus means that there are already frequent bus services within 400m of the development, in addition to the nearby Park and Ride which also offers frequent bus services into York city centre. This would help promote a flexible workforce and support low carbon commuting.</p> <p>This has been assessed as a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> <li>It is uncertain whether local facilities will be included in the development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The development would contribute to the provision of affordable housing, which would help meet affordable housing needs and address barriers in access to accommodation.</p> <p>A local parade of shops with a range of facilities is located within 400m of the development, however accessibility is reduced by the presence of the duel carriageway. Road safety measures would need to be included to ensure safe access across the road.</p> <p>Small scale retail development may be acceptable as part of sustainable mix of uses on site, although this has the potential to impact on existing local facilities. Consideration would need to be given to the scale of retail in context of the overall development.</p> <p>Overall this has been assessed as a minor positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Road safety measures would be necessary to ensure safe passage across the duel carriageway to local shops.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that existing local services have the capacity to expand for new residents.</i></li> <li>• <i>Assumed that affordable housing would be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The site has a variety of sustainable transport options available for residents. Frequent and non-frequent bus routes are accessible within 400m of the development, and the nearby Grimston Bar Park and Ride also offers a high frequency bus service to the city centre. Cycle routes are present adjacent to the site.</p> <p>The developer has indicated that cycle and pedestrian routes would be included in the development site. Connections must be made from the new pedestrian and cycle routes to the bus services and existing cycle routes.</p> <p>The development would also have good highway access for vehicles. While there would be some additional vehicle journeys generated by the development, the scale of new homes and the available sustainable transport options means that a notable effect is not anticipated.</p> <p>Overall this has been assessed as a significant positive effect on this objective.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The Field Lane roundabout barrier to cycling and walking must be addressed.</li> <li>Connections to existing cycle routes and sustainable transport facilities should be provided.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that uptake of sustainable transport would be sufficient to avoid notable congestion in the area due to the scale of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of congestion as result of this development as a result of its occupation.</li> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: #90d990; padding: 10px; text-align: center;">+</div> <div style="background-color: #f1c232; padding: 10px; text-align: center;">-</div> </div>	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is expected during the construction stage due to an increase in HGV movements, energy consumption and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption in dwellings is also expected to contribute to increased greenhouse gas emissions. Additional vehicle trips made by occupants of the new development would also contribute to greenhouse gas emissions in the longer term.</p> <p>The size of the site could enable a variety of climate change mitigation measures to be incorporated through design, layout and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of inclusion of renewable energy sources in the development is uncertain</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The site is an area of agricultural greenfield land, with hedgerows mature trees, and an area of land which appears to have been unmanaged for several years. A habitat survey has been performed, which identified the key areas of ecological interested as the hedgerows, mature trees with potential for bats and the opportunities for breeding birds in arable fields and hedgerows. The survey also identified that records of protected species such as great crested newt, water vole and certain moth species had been identified for the area.</p> <p>There is a mature landscape behind the development area which should be maintained and enhanced to promote ecological connectivity.</p> <p>There are no nationally or locally designated sites within or adjacent to the development. However the loss of greenfield land is expected to have an overall detrimental effect on biodiversity and the connectivity of green infrastructure.</p> <p>This has been assessed as having a minor negative effect against his objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The habitat survey recommended that a breeding bird survey and an assessment of mature trees for the presence of bats are carried out.</i></li> <li><i>Hedgerows and mature trees should be retained and enhanced where possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is a greenfield area of classified Grade 1, 3a and 3b agricultural land. Development would result in the loss of the best and most versatile land, and would not result in the reuse of previously developed land.</p> <p>There is the potential for land contamination to be present on site due to a petrol filling station located north of the site and a former landfill site on the location of the Park and Ride to the east. These could have resulted in contamination (including hydrocarbons and landfill leachate) migrating to the development area. A contaminated land desk study has been performed, which recommended further ground investigation on site. Remediation may be required as a result of further assessment.</p> <p>An assessment of ground conditions and any necessary remediation would be required in advance of development.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Further ground investigations for land quality are required including any identified remedial work.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that any identified land contamination would be remediated prior to development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether contamination is present on site.</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no identified water bodies on or adjacent to the development area. The development is not located in a groundwater Source Protection Zone.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water’s Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water’s area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>The overall increase in water consumption from the new dwellings has resulted in this being assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The design and layout of the site, sustainable drainage systems and incorporation of water</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> <li><i>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and remediation phases is unknown.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>• Reduce all emissions to air from current activities;</li> <li>• Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>• Support the development of city wide low emission infrastructure;</li> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The nearest AQMA is located over 500m from the site boundary and no effects on this area are expected.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys.</p> <p>The site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term. There are existing local facilities within a short distance from the development, and if new services were incorporated into the development itself this would help ensure local provisions within a distance which does not require vehicle use.</p> <p>Accessible public transport and good cycle links means that the development should promote sustainable transport to minimise car use in the longer term, however there is some potential for additional vehicle flows contributing to a reduction in local air quality.</p> <p>There may be new exposures to areas of poor air quality from Hull Road as a result of the development, so an air quality assessment should be performed. This should also consider the potential impact from the University of York boiler stacks.</p> <p>Overall a mixed minor positive and negative effect is anticipated due to the increase in construction emissions, in addition to the expected uptake of sustainable transport to reduce car journeys.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Inclusion of low emission technologies such as electric vehicle recharging infrastructure would promote improvements in air quality.</i></li> <li>• <i>An air quality assessment would be required for the development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that the development will adhere to air quality policies in the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The development is located in an area identified as being at very low risk of flooding.</p> <p>Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development in line with policy FR2. As the site is greenfield the runoff rates must not exceed 1.4 l/sec/ha. Outflow from groundwater and/or land drainage will also not be permitted to enter public sewers.</p> <p>For the above reasons, the site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</i></li> <li>• <i>A flood risk assessment will be required in line with policy FR1.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that surface water management features will be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>This site creates a small buffer between the newly expanded University of York campus to the south of the development and the more modern areas of development to the north and west. This helps to maintain the university, Badger Hill Estate and housing to the north of Hull Road as distinct identifiable areas. The removal of this buffer would mean the loss of a clear boundary between distinct areas.</p> <p>The raised nature of this site allows views towards the city centre and surrounding low lying areas, which has the potential to impact upon views of the historic York Minster.</p> <p>High rise buildings in this area may have a negative impact on existing architectural character due to the small scale buildings which exist in the vicinity and the raised topography of the development site. Inappropriate scale or low quality architecture/craftsmanship has the potential for a detrimental effect on the architectural legacy of York in general.</p> <p>An archaeological assessment has been performed for the site. There is the potential for notable archaeological deposits to exist on the development area. The favourable topography in this area means it was attractive for settlement and land use in the past. The site sits within a landscape of known prehistoric and Roman activity. Field systems associated with this settlement are known to exist on part of this site. There is also the potential for the remains of a Roman road to be present on</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>site.</p> <p>Investigations ahead of the recently constructed Heslington East Campus immediately south of this site revealed evidence of prehistoric-Romano-British occupation and activity. Extensive evidence for agricultural settlement, from the Iron Age and Roman periods was also found. The latter included high status buildings incorporating under-floor hypocaust heating systems. A small quantity of Anglian pottery, metal and bone objects suggests some activity of this date in the area, although the nature of this is unclear. Given the presence of multi-period remains to the south of the site, it is possible that further remains may be encountered on the development site.</p> <p>Due to the limited development on this site, there is high potential for archaeological remains to have survived.</p> <p>Overall this has been assessed as having a minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Further archaeological analysis and mitigation measures are required.</li> <li>• Further information is required on the proposed architectural design of the development.</li> <li>• The design should enhance elements of the strong urban form characteristic.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> <li>• The scale of archaeological remains on site is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The site is highly visible due to its topography. The development may therefore have an impact on the 360 degree views from Kimberlow Hill towards the historic core and The Minster, and outwards across the rural landscape of the Wolds and the Vale. The current rural view of the hill would become an urban view if development took place. Housing on the site would also be clearly visible from the surrounding lower land to the north and from Hull Road, with a resulting impact on views.</p> <p>The raised nature of this site allows views towards the city centre and surrounding low lying areas. Tall buildings and poor layout of any new development may impact upon existing views from the hillside.</p> <p>This has been assessed as a minor negative effect on this objective.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Further landscape assessment and view analysis are required.</li> </ul> <b>Assumptions</b> <ul style="list-style-type: none"> <li>n/a</li> </ul> <b>Uncertainties</b> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p><b>Summary</b></p> <p>Significant positive effects have been recorded against objective 1 (housing) due to the provision of a significant number of new housing, and against objective 6 (transport) as a result of the sustainable transport options available from the site. A significant negative effect was recorded against objective 9 (land use) due to the loss of greenfield land and potential for ground contamination.</p> <p>A minor positive effect was recorded against objective 4 (jobs) as a result of the generation of short term construction jobs and a flexible workforce with access to employment opportunities. Objective 5 (equality) was also assessed as a minor positive effect due to the inclusion of affordable housing and good access to local facilities.</p> <p>Objective 8 (biodiversity) was recorded as a minor negative effect on biodiversity due to the loss of greenfield land which would have supported a range of species. A minor negative effect was also recorded against objective 10 (water) due to potential detrimental impacts on local water quality from increased consumption and objective 11 (waste) as a result of the increase in waste generation. Objectives 14 (cultural heritage) and 15 (landscape) were assessed as minor negative effects due to the potential impacts on local boundaries, architectural character, archaeological remains and views of and from the site.</p> <p>A mixed minor positive and negative effect was determined against objective 2 (health) due to the provision of outdoor leisure opportunities and potential long term noise disturbance, as well as objective 3 (education and training) due to the proximity to nearby primary schools and the University of York campus, but lack of secondary facilities. Mixed minor positive and negative effects were also recorded against objective 7 (climate change) due to the potential for renewable energy generation and the increase in greenhouse gas emissions, and objective 12 (air quality) due to potential effects from increased construction traffic and the potential uptake of sustainable travel modes for journeys.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development, the presence of land contamination on site, and the scale of archaeological remains.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST5: York Central

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>This site is forecast to provide 410 dwellings during the plan period representing roughly 2% of the total requirement over the plan period and population of circa.850 people. This is a major development on the edge of the city centre and will provide a new community that. 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. In line with the Affordable Housing Policy (H9), this site should provide around 82 affordable homes. This will help to ensure that mixed needs are accommodated on this significant site.</p> <p>In order to meet the needs of the new resident's local facilities and services will need to be provided commensurate to the scale of population to ensure that adequate provision is locally available. Locating residential development in this location however would provide dwellings in close proximity to a range of services and facilities within the city centre, the majority of which would all be within 400-800m.</p> <p>Overall, this site has been assessed as having a permanent significant positive effect on this objective as well as a potential neutral effect should residential development not be delivered in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for throughout the development of the village.</i></li> <li>• <i>In order to maximise the ability of the site to meet the needs of York, the housing mix and type should reflect the current Strategic Housing Market Assessment.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the preliminary work undertaken by the landowner/viability assumptions undertaken as part of the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing and mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> </ul>	<p style="text-align: center;">+ -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site openspace, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>York Central is an area of opportunity on the edge of the city centre. It has access to a number of healthcare facilities within proximity as well as</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	<ul style="list-style-type: none"> <li>• Improve access to openspace / multi-functional openspace;</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>			<p>city centre openspace such as Museum Gardens (400m). It is also highly accessibly and would support walking and cycling given its location. It would connect well to any existing routes within the vicinity to create sustainable routes to existing facilities. Interconnected cycle and pedestrian networks exist on the front of the station and could be taken through the site to maximise linkages.</p> <p>The location of the site within the city centre may lead to some impact from noise arising from commercial and traffic uses. The site currently located adjacent to a railway line and would need to ensure the safety of residents in masterplanning the development. The impact on human health from noise and vibration issues in connection with the railway and adjoining road will need to be considered. A balance would need to be made between uses on site to ensure that no adverse effects to well-being of residents or workers occurred. Also, the site is within the City AQMA. Development in this location would need to ensure no adverse effects to air quality.</p> <p>This is a brownfield site which has predominantly been used for the railway industry. The site is known to have contamination issues from its railway heritage and there is a need to remediate any the land to ensure the health of residents. There therefore may be a risk of contamination which would need to be established through further ground conditions surveys.</p> <p>On balance, it is anticipated that the impacts are likely to have positive and negative effects.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development would need to minimise effects on air quality and mitigate noise to avoid effects on people's health and well-being.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of openspace will be subject to masterplanning.</i></li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+ +	-	<p><b>Likely Significant Effects</b></p> <p>Educational provision will need to be in line with policies set out in the Local Plan. Provision for education would only be relevant should a proportion of the site come forward for development. The site is within proximity of a number of primary schools, one of which is within 400m of the wider site boundary, which is positive for this objective although capacity would need to be established.</p> <p>Mixed use development of this site is likely to provide long-term jobs on site in the long-term. This site will include around 80,000sq.m of floorspace and is therefore projected to provide approximately 6600 jobs. There would also be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon market forces.</p> <p>It is anticipated that this should have a significant positive impact on this objective but with some uncertainty regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The type and scale of uses to be brought forward for development.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p><b>++</b></p> 	<p><b>Likely Significant Effects</b></p> <p>This is a city centre site with support for mixed use regeneration. It is located adjacent to other retail and leisure functions within the city and would capitalise on existing linkages as well as extend the business function of the city centre. This site will include around 80,000sq.m of floorspace and is therefore projected to provide approximately 6600 jobs. This would not only provide jobs in the long-term but also support the vitality and viability of the city centre in the long-term.</p> <p>Temporary jobs would also be generated through the construction of the site in the short to medium term and may generate opportunity for training, dependent upon market forces.</p> <p>Residential development on site would support the housing of the local workforce within the city helping to support the overall economy. Having residential development within close vicinity of the city centre would also support its vitality and viability in the long-term. It is likely to support the existing leisure use on the site (The National Railway Museum).</p> <p>This site is therefore likely to have a significant positive short term direct effect and long-term indirect permanent effect on this objective through the provision of housing</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The type of uses on the site is yet to be determined.</i></li> <li>• <i>The number and type of jobs to be provided as well as their timescales is uncertain and will be dependent upon the works/occupation of the site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site and provision of housing, community facilities and local services may help to address deprivation issues identified within the Index of Multiple Deprivation (2010) regarding barriers to housing and services in adjacent areas, which are identified as being more deprived in comparison with some other areas of the city.</p> <p>The scale of the housing forecast would enable a more significant contribution towards the provision of affordable housing in conjunction with the existing permission on the site. Based upon the current affordable housing policy, the site would need to provide 25% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</p> <p>The scale of the development overall from the existing permission and this new designation of housing would require additional local facilities to be considered on site such as convenience and health facilities. Facilities within the city centre are easily accessible for the provision of larger scale convenience. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on these facilities and to ensure access across the site which for the western end which is further than 800m.</p> <p>This is a highly accessible site within the city centre. There are frequent and non frequent bus routes which stop within the boundary of the site, particularly near the train station where the majority of buses pick-u and set down. In addition it is well connected to the city centre via pedestrian routes, which is likely to enable access for all.</p> <p>The impacts on this objective are largely dependent upon the uses on the site. Therefore there is also some uncertainty in relation to meeting this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The site is located adjacent to the city centre allowing access to a variety of transport modes which would be positive for both the residential and commercial uses. The site has access to both frequent and non-frequent routes going to a variety of destinations into and out of York, which could</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
transport network.	<p>the use of the car;</p> <ul style="list-style-type: none"> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>		<p>be used without further infrastructure improvements. This includes park and rides bus routes allowing the site to be accessible by modes other than the car. The park and rides are likely to capture the majority of demand for city centre travel from the suburban area and from outside of York. In addition the train station is within the area of opportunity, which means that, for commercial ventures, there is access to a wider market beyond York easily accessible. There are also existing pedestrian routes as well as cycle routes adjacent to and throughout the city centre making this a highly sustainable and accessible location.</p> <p>The development is likely to generate additional traffic movements which may have potentially adverse effects on congestion. Traffic impacts will have been taken into consideration as part of the existing planning permission. This uplift in houses would need to be taken into account with any future planning permission on the site to ensure that vehicle trips are minimised and that attractive alternatives are available.</p> <p>This site has been identified to a significant positive on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A full access and movement strategy is developed to maximise connectivity to the York city centre and beyond.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of congestion as a result of this development and as a result of its occupation.</i></li> <li>• <i>The behaviour of future occupiers and their travel needs.</i></li> </ul>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>This is a highly sustainable location that should be well served by sustainable modes of transport. This should have long-term effects because it is likely to not incur significant additional trips. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government's agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. For commercial buildings, best practice such as BREEAM standards should be used to minimise adverse effects. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>future risks and consequences of climate change;</p> <ul style="list-style-type: none"> <li>Adhere to the principles of the energy hierarchy.</li> </ul>		<p>high potential for incorporating solar and solar thermal technologies as well as district heating and medium potential for ground source heat pumps. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy and through ensuring access via sustainable transport modes..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Any residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> <li><i>Commercial building should use best practice standards.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale of effects as a consequence of occupation is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> </ul>	<p>O ?</p>	<p><b>Likely Significant Effects</b></p> <p>This site would need to incorporate and consider green infrastructure as set out by policies within the Local Plan, relating to their creation, preservation and enhancement.</p> <p>This is a brownfield site in the city centre which is currently likely to have limited biodiversity assets on the area of hardstanding. However, the River Ouse borders the northern side of the opportunity area and is considered as a Regional Green Corridor. The Biodiversity Action Plan (2013) states that the river itself is a significant multifunctional corridor of value not only for wildlife but recreation as well, providing as it does a link between Selby and Harrogate back to its headwaters in the Pennines. It is though not just the river itself that is of significance but the extensive flood plain adjacent to it. The river itself is designated as a SINC and there are a number of meadows adjacent to it that are designated as SSSI and SINC. Any development would need to ensure this is sensitively included within any masterplanning for the site to enhance rather than adversely affect the river corridor. It is unlikely that the development of residential and commercial land uses within the body of the area of opportunity would negatively affect biodiversity however.</p> <p>Further evidence would be required to more fully determine impacts on biodiversity and therefore this site is scored as both potentially neutral and uncertain.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>N/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>N/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The type of ecological interest is yet to be fully determined. The scale and residual effects of development are therefore also uncertain.</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>+ +</p> <p>?</p>	<p><b>Likely Significant Effects</b></p> <p>This site is brownfield and located within the city centre which would help to re-use previously developed land. This would be a significant positive in the long-term for this objective.</p> <p>This is a brownfield site which has predominantly been used for the railway industry. The site is known to have contamination issues from its railway heritage and there is a need to remediate any the land to ensure the health of residents. There therefore may be a risk of contamination which would need to be established through further ground conditions surveys.</p> <p>This site is scored as significantly positive and with some uncertainty relating to ground conditions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A full ground conditions survey will be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The terms and outcomes of any survey will be in discussion with appropriate officers at CYC.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Ground conditions are unknown without further investigation.</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p>An increase in population/occupation will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<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 also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Given that the River Foss runs through the middle of this site and there are identified ecological benefits connected with this, any future proposals would need to ensure that there are no adverse effects to the river.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Yorkshire draft Water Resources Management Plan (WRMP)(2013) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>• Promote reduction, re-use, recovery and recycling of waste;</li> <li>• Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	<p style="text-align: center;">- +</p>	<p><b>Likely Significant Effects</b></p> <p>The site is adjacent to both the City Centre AQMA and the Leeman Road AQMA wherein pollutants are known to exceed required levels. Development in this location would need to ensure no adverse effects to air quality through its redevelopment. Redevelopment of this site may have a positive outcome for this given that it has existing access to facilities and sustainable transport provision within a short-distance enabling people to use alternatives to car. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour and the consequential impact on air quality. The infrastructure should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>There are likely to be emissions relating to construction due to increased trips connected with HGVs and construction vehicles for the duration of the development. Given the scale of the site, this may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of occupants in the long-term.</p> <p>Overall the impact of this site could be positive and negative impacts.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</li> <li>Provision of attractive alternatives to the car to travel short distances.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>This site is predominantly flood risk zone 1 and 2 which is low flood risk although there is an element of higher flood risk closer to the river. Given that this is a brownfield site, surface water runoff rates for developments in this zone should be, where practicable, restricted to either existing runoff rates or would need to be based on 140 l/s/ha, in accordance with The Building Regulations 2007, Part H.3, with a reduction of 30% in runoff. A full Flood Risk Assessment for this development would be required to more fully understand the impacts of development on this site.</p> <p>The impact on this objective has been identified as negative given that the proposed development includes land within flood zone 2 and work is ongoing to identify drainage solutions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The development of the site would require mitigation for surface water.</li> <li>Flood risk and surface water management is agreed with CYC and associated bodies, where applicable.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Land use on the site is yet to be decided and therefore the impacts of the type of development is currently unknown.</li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	- ?	<p><b>Likely Significant Effects</b></p> <p>This site is adjacent to significant designated heritage assets which are important buildings/monuments with a high level of cultural and historical significance. These include the Grade 2* railway station and Grade 2 Former North Eastern Railway Goods Station on Leeman Road. The site also lies outside of the historic core but partly within the central Area of Archaeological Importance (AAI).</p> <p>The Heritage Impact Assessment identifies development may cause harm to the settings of these heritage assets. Many of these buildings add value and character to the area and play a significant role in telling the story of York and Britain’s rail network. Development should aim to protect the setting of the listed buildings within and bordering the area as just outside the site boundary are the scheduled City Walls and listed buildings on Holgate Road and Queen Street. Proposed development plans should also aim to sympathetically convert as many of the significant industrial buildings as possible for modern use; In particular those which have been nominated for inclusion on the Local List of Heritage Assets. There is an opportunity to better reveal the significance of this area and its history through the retention/use of these buildings. Local distinctiveness could be strengthened by reference to the site’s railway heritage and by acknowledging the spaciousness and character of buildings at its SE end.</p> <p>Four key views of the Minster from/crossing this area were identified in (YCHCAA) (10: Water Lane, 11: Leeman Road, 12: ECML 18: Station Avenue). These are important for the setting of this landmark monument within the city. Inappropriate development may obscure views of city landmarks such as the Minster or significant elements of the railway infrastructure from within the site and further afield. Key views of the Minster,</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>other major heritage assets and local landmarks should be maintained and enhanced to help orientation and local distinctiveness. Building height and scale needs to be considered on this site as to not obscure any key views of the Minster or potentially significant internal views. Consideration to this character element should also be given where the scale of a building may detract from the visual pre-eminence of the Minster, the setting of the adjacent Central Historic Core Conservation Area or any listed buildings.</p> <p>The HIA also identified a number of key opportunities:</p> <ul style="list-style-type: none"> <li>• Opportunity to create new revealed views of the Minster and other key buildings through design and scale of new development.</li> <li>• There is an opportunity to potentially create new revealed views of the Minster and other key buildings such as the railway station through the strategic positioning of new buildings on the site.</li> <li>• Opportunity to create well designed mixed use area, reflecting existing character while also creating a contemporary development with an independent identity. If correctly done, this may have a positive impact on the variety of architectural character in the city centre.</li> </ul> <p>Appropriate archaeological mitigation strategies such as evaluation and monitoring programmes, should be undertaken as part of the planning process.</p> <p>On balance there is potential for this site to have negative effects. However, there are also opportunities to add to York's legacy and knowledge through regeneration of the site although this relies on masterplanning/archaeological excavations and is therefore uncertain. The site has therefore been scored both minor negative and uncertain effects.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>N/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Further analysis is required to understand the specific views into/out of the site.</i></li> <li>• <i>Further understanding of the archaeology of the site need to be undertaken prior to regeneration.</i></li> <li>• <i>Types of uses and their scale/massing are currently unknown.</i></li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>This area of the city has former railway heritage and is currently a partly in use for residential, employment and leisure uses. Additional development would help to create a new piece of the city is a central location. The Heritage Impact Assessment concludes that regeneration of this area has the potential to predominantly improve this former in landscape. Whilst it is acknowledged that the area may lose some of its industrial/railway identity, the site will be still be a transport hub and there is an opportunity for this site to create a well designed mixed use area,</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>sites;</p> <ul style="list-style-type: none"> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>Light Green</p>	<p>reflecting existing character while also creating a contemporary development with an independent identity. If correctly done, this may have a positive impact on the variety of architectural character in the city centre.</p> <p>The HIA has identified that there are four key views of the Minster from/crossing this area were identified in (YCHCCAA, 2013) (10: Water Lane, 11: Leeman Road, 12: ECML 18: Station Avenue). These are important for the setting of this landmark monument within the city. Inappropriate development may obscure views of city landmarks such as the Minster or significant elements of the railway infrastructure from within the site and further afield. Key views of the Minster, other major heritage assets and local landmarks should be maintained and enhanced to help orientation and local distinctiveness. Building height and scale needs to be considered on this site as to not obscure any key views of the Minster or potentially significant internal views. Consideration to this character element should also be given where the scale of a building may detract from the visual pre-eminence of the Minster, the setting of the adjacent Central Historic Core Conservation Area or any listed buildings.</p> <p>The HIA also identified that there are potential positives for this site to have positive effects for compactness by being located adjacent to the city centre. This would bring additional residential and commercial businesses to the fringe of the city centre.</p> <p>The Heritage Impact Assessment concludes that regeneration of this area has the potential to predominantly improve this former in landscape.</p> <p>On balance, there are likely to be both minor positive and negative effects through the regeneration of this character area, subject to design and masterplanning to understand issues with regards to views.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale and type of effects will be determined through the masterplanning process and appropriate landscape strategy.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p><b>Summary</b></p> <p>Significant positive effects have been identified against SA Objectives1 (housing) due to the likely provision of new housing as part of the development and objective 3 (education and training) due to the expected generation of over 6,000 jobs and the associated long term opportunities for training in addition to shorter term enhancement of construction skills and objective 4 (jobs) as a result of the provision of short term and permanent jobs. Objective 6 (transport) was also recorded as a significant positive effect due to the available modes of sustainable transport which would support a reduction in car use, in addition to objective 9 (land use) as a result of the reuse of previously developed brownfield land. No significant negative effects have been identified.</p> <p>A minor positive effect has been determined against objective 5 (equality) as a result of the provision of affordable housing and the accessibility of existing and new facilities, objective 7 (climate change) due to the promotion of sustainable transport and anticipated inclusion of climate change mitigation measures. A minor negative effect has been recorded for objective 10 (water) as a result of the increased pressures on local water resources and potential effects on the River Foss, objective 11 (waste) due to increased waste generation from the development, and objective 13 (flooding) due to the low to moderate flood risk on site.</p> <p>Objective 2 (health) has been assessed as a mixed minor positive and negative effect due to access to open space and outdoor activities and potential noise issues from commercial uses, traffic and the adjacent railway. A mixed effect was also identified for objective 12 (air quality) due to the expected uptake of sustainable transport benefiting local air quality and the potential impacts on the nearby AQMA and objective 15 (landscape) due to the benefits for compactness and potential negative impacts on views of the Minster.</p> <p>A mixed minor negative and uncertain effect was recorded for objective 14 (cultural heritage) due to potential impacts on the setting of heritage assets and the uncertain presence of archaeological features or deposits. A mixed neutral and uncertain effect was recorded for objective 8 (biodiversity) due to the limited biodiversity anticipated on a brownfield site plus the uncertain effects on the nearby designated sites. In addition to the significant positive effect, an uncertain effect was also recorded against objective 9 (land use) due to the uncertainty relating to ground conditions as a result of known historic contamination.</p> <p>There are uncertainties over the number of houses to be included, the type of uses on the development, the number of jobs generated, the potential biodiversity impacts, ground conditions and the presence of archaeology.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST7: East of Metcalfe Lane

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development of the East of Metcalfe Lane site is forecast to provide 1,800 dwellings and approximately 10% of the total requirement over the plan period. This is a significant development within the city that has the potential to provide a new community and respond to mixed needs. 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. This number of dwellings, in line with the Affordable Housing Policy (H9) within the Local Plan, should provide around 630 affordable units which would also be significantly positive in meeting the city's housing needs.</p> <p>Some local facilities and services are available within proximity of the site, which would be positive in the short-term but given its size, further facilities will need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term. A local centre/neighbourhood parade is planned on this site to ensure that the new residents have local access to facilities and undue pressure is not put on existing facilities in the long-term.</p> <p>Preliminary masterplanning shows that the local centre will sit centrally in the site to maximise it accessibility. It is anticipated this will provide only a small convenience store due to other provision within proximity of the site alongside a new primary school and potential community facilities. These will be further determined through masterplanning.</p> <p>Overall, this site has been assessed as having a permanent significant positive effect on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for and undue pressure is not put on others which are existing and in close proximity..</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>The need and capacity for a school with be based upon further discussion with CYC.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental</li> </ul>	<p>+ -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
population.	<p>circumstances could negatively impact on people's health;</p> <ul style="list-style-type: none"> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 100%; background-color: #90EE90; margin-right: 5px;"></div> <div style="width: 10px; height: 100%; background-color: #FFD700; margin-right: 5px;"></div> </div>	<p>facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The development currently has access to amenity greenspace (outside of the boundary)(200m) and built sports facilities (within 500m). However, any development would require the inclusion of open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of open space types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment.</p> <p>Preliminary masterplanning has incorporated a variety of open space into the scheme including, amenity greenspace and sports pitches as well as larger strategic greenspace in to the south and western boundary. This is used to delineate building blocks within the masterplan and allow all residents to be in close proximity to interconnected open space across the site.</p> <p>This development should support walking and cycling within the site given its location and should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities.</p> <p>The preliminary masterplan supports the inclusion of a network of cycle and pedestrian routes through and around the site incorporated into the open space to maximise accessibility and health benefits. It also plans to connect with existing footpaths that already cross the site and go into the existing urban area,</p> <p>There are existing doctors and dentists in the vicinity of the site and it is anticipated that this development would support additional provision within the local centre to ensure the new and existing population have adequate access to healthcare. Provision of this should be accommodated on site to encourage local access to services. This approach should have an overall benefit on the health and well-being of prospective residents.</p> <p>Although the masterplan does not specify healthcare within its emerging masterplan as a use within the local centre, an acknowledgement is made that the requirements within this are ongoing and subject to need identified from the development.</p> <p>The site has been used for agricultural purposes and therefore the risks of land contamination are considered to be low. However preliminary investigations by the site promoters has identified that there are risks of contaminants occurring within the site from the following sources:- a number of former ponds which have been found, mainly in the area north of Bad Bargain Lane which may be in-filled with low level contaminants; a former railway line which runs across the southern area of the site and a number of industrial processes which are located off site to the south east. Further assessment work will also be carried out as part of detailed investigation of ground conditions and inputs to the environmental Impact Assessment. This is necessary to ensure appropriate remediation and mitigation can be put in place.</p> <p>A noise assessment is required to understand the likely impacts on existing residents and new residents on the site from the development as well as the A64. Preliminary noise assessments undertaken on behalf of the site promoters has identified that the dominant noise source is likely to be from distant road traffic on the A64 and to a more limited extent due to low volumes traffic on Stockton Lane and Murton Way. There is also some potential for noise impacts from activities on the industrial estate on Outgang Lane on those properties which will be built at the south eastern end of the site. The conclusions of this initial assessment is that there are unlikely to be any major noise issues n relation to this site. A full noise assessment will be required alongside ongoing masterplanning to minimise disturbance to residents.</p> <p>The site is adjacent to existing residential areas. It is likely that there will be impacts on these neighbouring uses for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, it is anticipated that the impacts are likely to be positive in the medium to long-term as the facilities and open space are developed but may potentially have some short-term adverse impacts site construction.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Outcomes of contamination and noise assessments should be updated to in line with future masterplanning and implemented accordingly to minimise adverse effects on peoples health and well-being..</i></li> <li>• <i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>An initial noise assessment has been undertaken by consultants on behalf of the site promoters.</i></li> <li>• <i>Understanding of open space and pedestrian/cycle route provision is taken from the emerging masterplan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning.</i></li> <li>• <i>The level and type of open space will be subject to masterplanning.</i></li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision. There are a number of primary schools within proximity (within 1600m) but given the anticipated number of new households that this site would generate, a new primary school would be required. This is reflected in the emerging masterplan by the site promoters. The nearest secondary school will be Archbishop Holgate's School on Hull Road (1200m) to the south, and Huntington school on Huntington Road to the north, although capacity at the schools would need to be established and accommodated if necessary.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon employment practices in the companies that construct the development. In addition, the local centre is likely to generate a small number of jobs on the site in the long-term which could also be the source of local training opportunities.</p> <p>Currently, the effects of this are assessed as potentially mixed positive and negative assessment. The negative effects concern the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p>

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			<ul style="list-style-type: none"> <li>A primary school should be planned into any masterplan to adequately accommodate students arising from the new development and to ensure undue pressure is not put on existing educational facilities. Secondary provision also need to be established and planned in to the scheme if applicable.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Educational capacity will be established between CYC and the site promoters as part of ongoing masterplanning.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p style="text-align: center;"><b>+</b></p> 	<p><b>Likely Significant Effects</b></p> <p>The scale of the development will require a local centre/neighbourhood parade offering services and facilities, which would provide opportunities for a small numbers of local jobs, which should be positive in the long-term. Temporary jobs would also be generated through the construction of the site in the short to medium term and may generate opportunity for training in this industry.</p> <p>The development overall would support the housing of the local workforce for other employment opportunities within the city helping to support the overall economy, particularly given the site's location adjacent to Osbaldwick industrial estate and in proximity of Monks Cross in the North and the University of York to the South.</p> <p>This site is therefore likely to have a positive short term direct effect and long-term indirect permanent effect on this objective through the provision of housing.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality,</li> </ul>	<p style="text-align: center;"><b>++</b></p> 	<p><b>Likely Significant Effects</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
access to all.	<p>deprivation and exclusion across the city;</p> <ul style="list-style-type: none"> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	+	<p>The development of this site and provision of housing, community facilities and local services may help to address deprivation issues identified within the Index of Multiple Deprivation (2010) regarding barriers to housing and services in adjacent areas and across the city, which are identified as being more deprived in comparison with this area.</p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</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 facilities locally. This would depend upon implementation of the masterplan and location/scale of convenience provision. There are existing facilities just within 800m of the site which may also benefit from the large residential development as their viability could be increased. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on the existing facilities and to ensure access from the houses on the site which are further than 800m. Preliminary masterplanning incorporates a local centre within the middle of the site to maximise accessibility.</p> <p>Overall this site has been assessed as having a significant positive impact on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of facilities within the existing area would need to be supplemented to ensure adequate provision for the existing and new populations.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The facilities and services provided on the site will be subject to masterplanning and occupation following development.</i></li> </ul>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms</li> </ul>	+   -	<p><b>Likely Significant Effects</b></p> <p>Overall, the development should have good transport links and be able to promote non-car modes of travel. Routes across the site should encourage walking, cycling as well as the use of buses. Achieving this will need to be through a network of attractive and safe routes across the site linking to the existing network, where possible. Extension of existing bus routes from the north and south of the site is being explored through preliminary transport planning, which would help to link any new development to the city centre. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour. This should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development. The Grimston Bar park and ride is also within 1km to the south of the site. In addition, there are cycle routes along the south side of the site directly into town (10-15mins cycle). The number, type and location of routes are dependent upon masterplanning but there is potential for this to have a positive impact on this objective due to the ability to utilise</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>of travel;</p> <ul style="list-style-type: none"> <li>• Improve congestion.</li> </ul>	<p>Light Green</p>	<p>and build upon existing transport connections as well as the creation of new ones.</p> <p>Preliminary transport planning for the site identifies a potential diversion of an existing bus route going through the site from north to south and an increase in its frequency. The site promoters aim to have all parts of the site within 400m of a bus route to encourage sustainable travel behaviour from new residents. In addition, a new network of cycle and pedestrian paths are planned into the design which connect with existing routes and provide new connections across the site to make it an attractive alternative to the car.</p> <p>The site will need to provide local facilities on site, which should have a positive influence in minimising trip generation in relation to convenience goods and services. This would need to be connected to the proposed transport infrastructure on site to maximise the use of non-car modes of travel to move short distances.</p> <p>Accessibility by car will be inevitable and accessibility would predominantly be via two access points allowing a north-south road to be provided connecting Osbaldwick Link Road (and effectively A1079 Hull Road) with Stockton Lane. The new road will focus the traffic generated by the development on main highway corridors, which may have localised adverse effects on congestion. Preliminary accessibility work by the site promoters have also planned for the new north-south connection to be relatively tortuous and designed to discourage rat-running and make alternative routes more attractive. Whilst the road will provide a distributor road for the development, it will be designed in accordance with the principles of the Manual for Streets (MfS), with a low speed environment again to discourage inappropriate use.</p> <p>A comprehensive travel plan for the site will need to be developed to ensure that travel from the site is predominantly using sustainable modes as opposed to the car.</p> <p>On balance, it is likely that this site could have positive and negative impacts on this objective, the scale of which will depend upon masterplanning.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The impacts from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> <li>• <i>A full access and movement strategy is developed to maximise connectivity to York via sustainable travel modes and behaviour. This should be agreed between relevant bodies, including the Highways Agency and CYC.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The infrastructure required for the settlement would be viable</i></li> <li>• <i>The preliminary transport assessment has been undertaken by developers/landowners with input from external bodies. Advice on this remains valid.</i></li> <li>• <i>The infrastructure required for the settlement would be viable.</i></li> </ul> <p><b>Uncertainties</b></p>

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				<ul style="list-style-type: none"> <li><i>The level of congestion as a result of this development and as a result of its occupation.</i></li> <li><i>The behaviour of future occupiers and their travel needs.</i></li> <li><i>The phasing and timescales for the appropriate infrastructure provision.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of employment opportunities, local facilities and services and open space, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar PV, solar thermal technologies and district heating as well as medium potential for biomass and ground source heat pumps. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul>

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				<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>This site would need to incorporate and consider green infrastructure as set out by policies within the Local Plan, relating to their creation, preservation and enhancement.</p> <p>The site is predominantly arable farmland interspersed hedgerows. It is not in close proximity to nationally/internationally designated nature conservation sites. However, the site does contain a Candidate SINC in the southern part of the site. 'Metcalf Lane Meadows' is 2.2ha of neutral grassland and pond. This is identified as a priority habitat within the Biodiversity Action Plan and therefore needs to be considered appropriately within ongoing masterplanning. Typically this site is species-rich grassland on better drained soils occurs mainly in small enclosed fields in the City of York, often bearing the ridge-and-furrow imprint of pre-enclosure cultivation. The characteristic plant community is MG5 crested dogstail - common knapweed grassland. Typical herbs include common birdsfoot trefoil, betony, pignut and common knapweed. Preliminary masterplanning has currently identified this area as part of a green wedge at the southern end of the site. A full habitat assessment is required to ensure any other interest features on the site can be taken into account. The site also contains a green corridor on the northern part of the site: Old Foss Beck. Green Corridors are a fundamental element of green infrastructure as they form linkages between assets making green infrastructure a network as opposed to a collection of sites. This has the potential to improve the porosity of the urban area to wildlife and provide an attractive access network. There is an opportunity for the site to link into this to ensure biodiversity corridors can be maintained across the site.</p> <p>Initial ecological investigations on the site have identified the green corridor and SINC as ecological assets within the site. In addition, there are two ponds on the southern part of the site with recorded sitings of Great Crested Newts and five other ponds either on site or within 240m of the boundaries, all having potential to support Great Crested Newts. The initial appraisal suggests that there is also potential for bats, breeding birds, badgers, water vole and otters. Further habitat studies are required to establish the species on site to enable appropriate mitigation to be planned into ongoing masterplanning.</p> <p>The site will also be required to include on-site provision of open space which could help for connecting with green infrastructure throughout the site. Different types of space should be provided to provide a diverse range of recreational opportunities. Similarly, the site should provide spaces for people to access and enjoy the natural environment. In order to demonstrate this, masterplanning should include a green infrastructure/landscape strategy to ensure these benefits are maximised. Overall, this site could be incorporated into the Green Infrastructure scheme on site enabling a long-term positive outcome towards this objective.</p> <p>Preliminary masterplanning has integrated greenspace through the site with varying opportunities for recreation. It has also identified a new green wedge to the southern end of the site in line with officer recommendations to provide open space as well as ecological enhancement. Also the Foss Beck corridor has been retained and buffered to maintain this asset.</p> <p>On balance, a cautionary approach needs to be taken with this site given that further work is required through ecological studies. Whilst there is</p>

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		<div style="display: flex; justify-content: space-between; width: 100%;"> <div style="width: 45%; background-color: #90EE90; height: 100%;"></div> <div style="width: 45%; background-color: #FFD700; height: 100%;"></div> </div>	<p>the potential to have a direct long-term positive effect, it is subject to the appropriate buffering and mitigation on site. It has therefore been assessed as having positive and negative effects on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Ecological studies to be completed to enable further understanding of the sites ecological interest features.</i></li> <li>• <i>Phasing of development should prioritise locations away from any areas identified to have high ecological interest to minimise disturbance and allow any ecological enhancement to establish.</i></li> <li>• <i>A full Green Infrastructure Plan for the development should be developed, incorporating open space and a biodiversity management plan.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>A programme of further studies to be agreed between site promoters and CYC ecologists as part of the ongoing masterplanning process.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The results of ecological studies currently under preparation and their requirements for mitigation.</i></li> <li>• <i>The implementation timescale of mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<div style="background-color: #FF0000; color: white; text-align: center; padding: 5px;">- -</div>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 2b/3 agricultural land, which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area and would therefore have a negative impact on this objective.</p> <p>The site has been used for agricultural purposes and therefore the risks of land contamination are considered to be low. However preliminary investigations by the site promoters has identified that there are risks of contaminants occurring within the site from the following sources:-</p> <ul style="list-style-type: none"> <li>• a number of former ponds which have been found, mainly in the area north of Bad Bargain Lane which may be in-filled with low level contaminants;</li> <li>• a former railway line which runs across the southern area of the site and a number of industrial processes which are located off site to the south east.</li> </ul> <p>Further assessment work will also be carried out as part of detailed investigation of ground conditions and inputs to the environmental Impact Assessment. This is necessary to ensure appropriate remediation and mitigation can be put in place.</p> <p>As part of the development of the site there will be a need to incorporate a variety of open space, including allotments. This would have a positive impact on this objective in the medium to long-term, subject to further masterplanning and implementation.</p>

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			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A full ground conditions survey will be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The terms and outcomes of any survey will be in discussion with appropriate officers at CYC.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The implementation and scale of allotments provision is currently uncertain.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</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 also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Yorkshire Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and remediation phases is unknown.</i></li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>There are no AQMAs adjacent to this site. However, the potential for increased congestion/ traffic flows associated with both construction and operational traffic, air quality levels should be monitored and managed as there are potentially large air quality implications for the arterial routes in towards the city. There is an AQMA around the city centre, which may be affected should travel increase towards the city centre. There may also be short-term adverse impacts arising from construction activities relating to, for example, on-site HGV movements, dust and emissions associated with the use of machinery. A full air quality impact assessment is therefore likely to be required.</p> <p>Preliminary air quality appraisal undertaken by the site promoters has considered the potential impacts on the development. The main air pollution constraint potential is associated with nitrous oxide emissions from traffic on nearby roads including Murton Way, Bad Bargain Lane and Stockton Lane. An additional source of potential air pollution is the Outgang Lane industrial estate which could generate dust or odours impacting on future residents. However the initial appraisal confirms that there are no major issues which will impede the delivery of the site.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short-distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Overall the impact of this site could be negative subject to the implementation of mitigation and ensuring the occupants on site have sustainable travel behaviour.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Initial work to appraise air quality has been undertaken by the site promoters. A full air quality assessment will be undertaken alongside ongoing masterplanning of the site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</i></li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>- +</p>	<p><b>Likely Significant Effects</b></p> <p>This development site is predominantly flood zone 1 but it does contain an areas of high flood risk to the northern and southern ends of the site (flood zone 3b and 3a). These areas follow and radiate from the Foss /Tang Hall Beck in the north and Osbaldwick Beck in the south. Development should be avoided from these locations to minimise flood risk to prospective and existing residents who are in close proximity of the Beck. Any new development in this location would require appropriate mitigation to ensure that fluvial flood risk is not exacerbated.</p> <p>In addition, pluvial flooding and surface water management need to be considered. This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose open space to minimise further flood risk as a result of any development.</p> <p>Preliminary investigations by the site promoters has identified that the land drains to the northwards towards the Foss/Tang Hall Beck north of Bad Bargain Lane in the centre of the site and drains southwards towards Osbaldwick Beck to the South of this road with small scale drainage ditches running alongside field boundaries. Emerging masterplanning has identified that areas at high risk of surface water flooding will be factored into the greenspace network within the site to ensure that these areas remain open space. These areas primarily relate to drainage ditches which are located within the site. It has also been identified that the site offers opportunities to create a SuDS based system of surface water drainage, which will control flows into the watercourses to greenfield flow rates and therefore will effectively reduce flows and flooding of the watercourses in extreme storm events. A system based on SuDS attenuation ponds and swales can be devised to attenuate the flows and also provide the opportunity for ecological enhancement across the site by the creation of wetland habitat.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>The impact on this objective has been identified as negative given that there are areas of high flood risk and that flood risk management planning for the site is ongoing. A positive assessment has also been recorded given that much of the site is identified as being within flood zone 1 where much of the proposed built development should be directed towards. <b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> <li><i>Areas of high flood risk should be avoided for development purposes.</i></li> <li><i>Ongoing flood risk management planning is undertaken and fed into the masterplan of the site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The development of the site would require mitigation for surface water.</i></li> <li><i>Flood risk and surface water management is agreed with CYC and associated bodies, where applicable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	-	-	<p><b>Likely Significant Effects</b></p> <p>There are no designated heritage assets within the site but the boundary to the south is adjacent to Osbaldwick Conservation Area. An appropriate green buffer would be required to avoid harm on the historic setting of this area.</p> <p>An archaeological desktop survey has been undertaken for the site and has revealed that onsite archaeology is likely to be present. Evidence of a Romano-British settlement is well known in the vicinity of Apple Tree Farm within is included within the middle of the site. Also, both Sugar Hill Farm at the north end of the site (shown on the first edition OS plan c.1852) and Cottage Farm may have potential for archaeological remains. Non designated landscape features exist across the site such as medieval ridge and furrow (in varying degrees of preservation) and medieval and post-medieval field boundaries. The ridge and furrow may also protect earlier landscape features lying beneath it. The HIA also recognises the historic value of the medieval field patterns and associated hedgerows. Further non-intrusive archaeological investigation such as geophysical survey should precede any excavation to assess the nature and significance of any archaeological deposits on site. This should be done as part of the emerging masterplanning process to ensure that any areas identified can be appropriately considered / mitigated within the design. In addition further inspection of ridge and furrow on the site should take place to decide which areas merit preservation as part of open space and historic hedgerows should be retained and/or development should follow field pattern on site where possible.</p> <p>The Heritage Impact Assessment (2014) has identified potential issues in relation to predominantly compactness, archaeological complexity and landscape and setting. Whilst this site is located within the inner ring-road to would expand the urban boundary outwards, which would increase</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
		-	-	<p>the distance from the city centre to the edge of the urban area. Given that it is adjacent to the existing communities there is also potential for any development to erode the identity of each area through extension and loss of distinct boundaries and open space. However, it does identify that this size of site has the potential to create a new community within its own identity. Key to addressing this would be to ensure that the masterplanning process incorporates greenspace between the existing settlement edge and any new development to help retain existing identities.</p> <p>On balance it has been concluded that there is the potential for minor to significant negative effects against this objective subject to the implementation of mitigation..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Masterplanning needs to take considerations of the views on site to ensure that they are not obstructed through development. Further analysis is required.</i></li> <li>• <i>In defining the development, the strong identity of the site needs to be taken into consideration so that this is not lost through merging with existing development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Further analysis is required to understand the specific views into/out of the site. This will need to feed into the masterplan of the site.</i></li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>			-

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: yellow; width: 100%; height: 100%;"></div> <div style="background-color: red; width: 100%; height: 100%;"></div>	<p>development from the ring-road.</p> <p>A Landscape and Visual Appraisal for the site has been undertaken to feed into masterplanning. This set out key recommendations for mitigating effects on the landscape:</p> <ul style="list-style-type: none"> <li>• With the exception of necessary highway works, keep changes to the south of railway [near Osbaldwick] to a minimum and retain existing landscape features including hedgerows, trees, field pattern and surface. Enhance this to act as a green buffer to the conservation area, the SINC and the existing settlement and as new publicly accessible open space.</li> <li>• Create primary gateway off Stockton Lane to the North as the interface between countryside and the new urban area. Enhance the existing urban edge with new purpose designed transitional landscape.</li> <li>• Create a new Green Belt edge to the sites eastern boundary contiguous with strong existing hedgerows at the western edge of large-scale fields at the line of Outgang Lane to define the eastern boundary.</li> <li>• Retain field hedgerows to act as the core of green infrastructure and to create habitat linkages across the site, linking north and south, east and west.</li> <li>• Retain a broad swathe of land along the course of Old Foss Beck as open space, to act as an important open space, or planted with a range of habitat types.</li> <li>• Create linear open space network based on existing PROWs and valuable landscape features and focussed on retaining views of the Minster where available.</li> <li>• Create enhanced green edges particularly to southern and eastern boundaries with publically accessible open space, planting and lower density/massing/height to soften the proposed built form when seen in views towards the site, and to create a transition between suburban areas and the countryside.</li> <li>• Utilise links existing suburban areas where possible. Create linear linkages.</li> <li>• Create sustainable urban drainage scheme linked to Old Foss Beck and utilise as habitat creation areas.</li> <li>• Enhance existing hedgerows by interplanting where required and supplement planting to define green corridors and provide a sense of place.</li> <li>• Utilise larger plant stock in key areas to provide more immediate impact</li> <li>• Use native species including a proportion of evergreen plants.</li> </ul> <p>All of these principles have been used to inform the emerging masterplanning of the site and consequently may reduce negative impacts from the proposed development. This shows two principle green wedges to north and south are being planned in the design to help preserve the setting of Osbaldwick Village and the setting of the Beck. In addition, there is a network of green infrastructure planned to maintain connectivity and setting.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: yellow; width: 100%; height: 100%;"></div> <div style="background-color: red; width: 100%; height: 100%;"></div>	<p>that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>This site has been appraised as having a significant negative effect which could be reduced to minor subject to the implementation of mitigation and treatment of the landscape as set out above and in agreement with City of York Council..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>To reduce the impact development of the rural character, any development scheme must incorporate appropriate buffering to reduce visibility of development.</i></li> <li>• <i>Two principle green wedges should be designed into the scheme adjoining the southern boundary and to the north alongside the Foss Beck to help maintain the setting of Osbaldwick Conservation area to the south and the identity of communities/the existing green corridor to the west/ north.</i></li> <li>• <i>Emerging masterplanning should incorporate the findings of the landscape appraisal to help minimise impacts in this location.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the landscape masterplan to ensure the integrity of the deposits.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating an independent identity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The preliminary Landscape Appraisal has been completed on behalf of the Landowners/developers.</i></li> <li>• <i>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</i></li> <li>• <i>Mitigation and landscape principles would be agreed with City of York Council</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p><b>Summary</b></p> <p>A significant positive effect was recorded against objective 1 (housing) due to the provision of a significant number of new dwellings and inclusion of new community facilities and objective 5 (equality) as a result of access to local services and the contribution towards affordable housing. A significant negative effect was identified for objective 9 (land use) due to proposed development on greenfield land and the risk of potential ground contamination. Objective 14 (cultural heritage) and 15 (landscape) were assessed as significant/minor negative effects due to the expected impacts on archaeology, loss of local identity, and vantage points with views towards and out of York</p> <p>Objective 4 (jobs) was assessed as a minor positive effect due to the generation of construction jobs and longer term employment opportunities on the development. A minor negative effect was identified for objective 10 (water) as a result of increased pressures on local water resources, objective 11 (waste) due to the overall increase in waste generation, and objective 12 (air quality) due to the potential for increased congestion and deterioration of local air quality.</p> <p>A mixed minor positive and negative effect was recorded for objective 2 (health) due to the access to open space and outdoor leisure activities and the potential for short and long term noise impacts, and objective 3 (education and training) due to the opportunities for skills development during construction and longer term in addition to the lack of capacity of educational establishments. Objective 6 (transport) was also assessed as a mixed effect as a result of the availability of sustainable transport options plus the overall increase in car use and associated congestion, as was objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences. The same effects were also recorded against objective 8 (biodiversity) due to the expected improvements to green infrastructure and the presence of a SINC and protected species which may be negatively affected by the development and objective 13 (flooding) due to the opportunities for sustainable drainage systems and raised flood risk at the edges of the site.</p> <p>There are uncertainties over the number of students from the development and number of jobs generated, provision of allotments, the level of congestion, the amount of waste generated and the scale of archaeology present on site.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST8: North of Monks Cross

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development of the North of Monks Cross Site is forecast to provide 1,400 dwellings and approximately 7.8% of the total requirement over the plan period. This is a significant development within the city that has the potential to provide a new community and respond to mixed needs. 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. This number of dwellings, in line with the Affordable Housing Policy (H9) within the Local Plan, should provide around 490 affordable units which would also be significantly positive in meeting the city's housing needs.</p> <p>Some local facilities and services are available within proximity of the site such as a supermarket and primary school (both within 400m), which would be positive in the short-term. The southern part of the site is also in close proximity to Monks Cross retail park which offers a variety of convenience shopping. Given its size however, further local facilities will need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term.</p> <p>Preliminary masterplanning shows that the local centre will sit centrally in the site to maximise it accessibility. It is anticipated this will provide only a small scale convenience due to other provision within proximity of the site alongside a new primary school and potential community facilities. These will be further determined through masterplanning. Overall, this site has been assessed as having a permanent significant positive effect on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for and undue pressure is not put on others which are existing and in close proximity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>The need and capacity for a school will be based upon further discussion with CYC.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could</li> </ul>	<p>+ -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>negatively impact on people's health;</p> <ul style="list-style-type: none"> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>Light green background with a vertical yellow stripe.</p>	<p>facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The development currently has access to a variety of open space within proximity of the site and built sports facilities (within 500m). However, any development would require the inclusion of open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of open space types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment.</p> <p>Preliminary masterplanning has incorporated a variety of open space into the scheme including, amenity greenspace, a community park and sports pitches as well as larger strategic greenspace.</p> <p>This development should support walking and cycling within the site given its location and should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities. New interconnected cycle and pedestrian networks should be provided to open space to maximise accessibility and health benefits</p> <p>There are existing doctors and dentists within 400m of the site and it is anticipated that this development would support additional provision within the local centre to ensure the new and existing population have adequate access to healthcare. Provision of this should be accommodated on site to encourage local access to services. This approach should have an overall benefit on the health and well-being of prospective residents.</p> <p>Although the masterplan does not specify healthcare within its emerging masterplan as a use within the local centre, an acknowledgement is made that the requirements within this are ongoing and subject to need identified from the development.</p> <p>The site has been used for agricultural purposes and therefore the risks of land contamination are considered to be low.</p> <p>A noise assessment is required to understand the likely impacts on existing residents and new residents on the site from the development as well as the A64/A1237. Initial investigations undertaken on behalf of the site promoter have found that the major noise source affecting the site is road traffic, both from the A1237 York ring road, and also from the Monks Cross Link road. Some noise from the operation of the industrial units was also present at areas close to the boundary with the Monks Cross development, although this was at a much lower level than the noise due to road traffic at locations close to the roads. The assessment has shown that noise decreases westwards across the site. Using the noise assessments closest to the main sources of noise has identified that mitigation in relation to buildings standards may be necessary to ensure there is not an adverse impact on health.</p> <p>The site is adjacent to existing residential areas. It is likely that there will be impacts on these neighbouring uses for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, it is anticipated that the impacts are likely to be positive in the medium to long-term as the facilities and open space are developed but may potentially have some short-term adverse impacts from site construction.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Outcomes of contamination and noise assessments should be updated in line with future masterplanning and implemented accordingly to minimise adverse effects on peoples health and well-being..</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>An initial noise assessment has been undertaken on behalf of the site promoters.</li> <li>Understanding of open space and pedestrian/cycle route provision is taken from the emerging masterplan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning.</li> <li>The level and type of open space will be subject to masterplanning.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Educational provision will need to be in line with policies set out in the Local Plan. 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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision. There are a number of primary schools within proximity (400m) but given the anticipated number of new households that this site would generate, a new primary school would be required. This is reflected in the emerging evidence and masterplan by the site promoters. Currently there is no secondary school within 800m with the nearest being Huntington School (1km), although capacity at the schools would need to be established and accommodated if necessary.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.. In addition, the local centre is likely to generate a small number of jobs on the site in the long-term which may provide some local limited local training opportunities.</p> <p>Currently, the effects of this are assessed as potentially positive but with some negative effects identified concerning the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A primary school should be planned into any masterplan to adequately accommodate students arising from the new development and to ensure undue pressure is not put on existing educational facilities. Secondary provision also needs to be established and planned in to the scheme.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Educational capacity will be established between CYC and the site promoters as part of ongoing masterplanning.</li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The scale of the development will require a local centre/neighbourhood parade offering services and facilities, which would provide opportunities for a small numbers of local jobs, which should be positive in the long-term. Temporary jobs would also be generated through the construction of the site in the short to medium term and may generate opportunity for training in this industry.</p> <p>The development overall would support the housing of the local workforce for other employment opportunities within the city helping to support the overall economy, particularly given the site's location adjacent Monks Cross which has established industrial/commercial and retail opportunities. In addition to the south of this site is a proposed employment allocation (ST18) which would provide new opportunities for jobs within close proximity to the new residents.</p> <p>This site is therefore likely to have a positive short term direct effect and long-term indirect permanent effect on this objective through the provision of housing.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible</li> </ul>	++	<p><b>Likely Significant Effects</b></p> <p>The development of this site and provision of housing, community facilities and local services may help to address deprivation issues identified within the Index of Multiple Deprivation (2010) regarding barriers to housing and services in adjacent areas and across the city, which are identified as being more deprived in comparison with this area.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>services and facilities for the local population;</p> <ul style="list-style-type: none"> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	+	<p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</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 facilities locally. This would depend upon implementation of the masterplan and location/scale of convenience provision. There are existing facilities just within 800m of the site which may also benefit from the large residential development as their viability could be increased. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on the existing facilities and to ensure access from houses on the site which are further away. Preliminary masterplanning incorporates a local centre within the middle of the site to maximise accessibility.</p> <p>Overall this site has been assessed as having a significant positive impact on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of facilities within the existing area would need to be supplemented to ensure adequate provision for the existing and new populations.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The facilities and services provided on the site will be subject to masterplanning and occupation following development.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	+ -	<p><b>Likely Significant Effects</b></p> <p>Overall, the development should have good transport links and be able to promote non-car modes of travel. Routes across the site should encourage walking, cycling as well as the use of buses. Achieving this will need to be through a network of attractive and safe routes across the site linking to the existing network, where possible. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour. This should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development. The site currently has varying access to frequent and non-frequent routes. The Monks Cross park and ride is also within 1.5km to the south of the site offering a frequent route direct to the city centre. In addition, there are cycle routes along the south side of the site directly into town (10-15mins cycle). The number, type and location of additional routes are dependent upon masterplanning but there is potential for this to have a positive impact on this objective due to the ability to utilise and build upon existing transport connections as well as the creation of new ones.</p> <p>Preliminary transport planning for the site identifies a potential diversion of an existing bus routes going through the site, including an extension to the park and ride. This approach is considered a feasible way to ensure that access ability across the whole site is good for all residents. In addition, a new network of cycle and pedestrian paths are planned into the design which connect with existing routes and provide new</p>

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		+	-	<p>connections across the site to make it an attractive alternative to the car.</p> <p>The site will need to provide local facilities on site, which should have a positive influence in minimising trip generation in relation to convenience goods and services. This would need to be connected to the proposed transport infrastructure on site to maximise the use of non-car modes of travel to move short distances.</p> <p>Initial transport planning for cars has identified that access would predominantly be via two access points; one from Monks Cross Link (south western boundary) and the other from North Lane, an existing lane to the centre of Huntington. Both accesses would be in close proximity of the A1237 and A64 helping to focus the traffic generated by the development onto existing highway corridors. Localised effects may be experienced in relation to congestion and there is a risk of increased traffic flow in the Huntington area. Whilst the road will provide a distributor road for the development, it should be designed in accordance with the principles of the Manual for Streets (MfS), with a low speed environment to discourage inappropriate use and maintain safety for residents.</p> <p>A comprehensive travel plan for the site will need to be developed to ensure that travel from the site is predominantly using sustainable modes as opposed to the car.</p> <p>It is likely that this site could have significant positive impacts due to it already be highly connected although there may be negative impacts on this objective, the scale of which will depend upon masterplanning and uptake of sustainable transport options.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The impacts from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> <li>• <i>A full access and movement strategy is developed to maximise connectivity to York via sustainable travel modes and behaviour. This should be agreed between relevant bodies, including the Highways Agency and CYC.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The infrastructure required for the settlement would be viable</i></li> <li>• <i>The preliminary transport assessment has been undertaken on behalf of the site promoters with input from external bodies.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of congestion as a result of this development and as a result of its occupation.</i></li> <li>• <i>The behaviour of future occupiers and their travel needs.</i></li> <li>• <i>The phasing and timescales for the appropriate infrastructure provision.</i></li> </ul>
7. To minimise greenhouse gases	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions</li> </ul>	+	-	<b>Likely Significant Effects</b>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>that cause climate change and deliver a managed response to its effects.</p>	<p>from all sources;</p> <ul style="list-style-type: none"> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<p style="text-align: center;">-</p>	<p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of employment opportunities, local facilities and services and open space, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar PV and solar thermal technologies as well as medium potential for district heating, biomass and ground source heat pumps. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity,</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs,</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>This site would need to incorporate and consider green infrastructure as set out by policies within the Local Plan, relating to their creation,</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<p>SPAs, RAMSARs and SSSIs ;</p> <ul style="list-style-type: none"> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>		<p>preservation and enhancement.</p> <p>The site is predominantly arable farmland comprising large fields interspersed with hedgerows. It is not in close proximity to nationally/internationally designated nature conservation sites. However, the site is adjacent to two Candidate SINCs; one on the northern boundary of the site and another within 400m to the southwest. 'North lane Meadow' is 1.4ha and 'New Lane Meadows' respectively are areas of neutral grassland. This is identified as a priority habitat within the Biodiversity Action Plan and therefore needs to be considered appropriately within ongoing masterplanning. Typically this site is species-rich grassland on better drained soils occurs mainly in small enclosed fields in the City of York, often bearing the ridge-and-furrow imprint of pre-enclosure cultivation. The characteristic plant community is MG4 which is characterised by the presence of Greater Burnet (<i>Sanguisorba officinalis</i>) and Meadow Foxtail but also support many other species. These areas would need to be considered sensitively in ongoing masterplanning to ensure that adverse effects are avoided.</p> <p>This area of York also has a number of ponds with known populations of Great Crested Newts. The populations of GNCs would be need to taken into consideration within any site design to ensure that the integrity of their environment can be maintained.</p> <p>A linear wildlife corridor has also been created surrounding the existing Monks cross development which would need to be maintained in relation to development. Land to the west, not identified in the boundary of the site, is proposed for ecological enhancement, recreation and drainage mitigation. This would offer enhancement opportunities.</p> <p>In addition, initial ecology evidence gathered on behalf of the site promoter has identified:</p> <ul style="list-style-type: none"> <li>• Neutral grassland occupies approximately two thirds of the application site, the majority of which has at one point been subjected to some degree of agricultural improvement. Grassland in the site is nearly all species poor either through agricultural improvement or cessation of grazing leading to domination of coarse grasses.</li> <li>• The site supports a strong network of low to moderately diverse hedgerows, eleven of which can be defined as 'Important' under the Hedgerows Regulations 1997.</li> <li>• Due to the presence of many well connected ponds both on and surrounding the site, combined with the knowledge that great crested newt populations are present in the area, a survey was undertaken for GNCs. The results demonstrate that there is a small population of great crested newt present in two ponds on site with the discovery of eggs confirming that they are actively breeding. The immediate area contains good terrestrial habitat.</li> <li>• The buildings are assessed as having either very limited or no bat roost potential. Many of the mature trees, however, have been found to support features with bat roost potential, such as cavities, split limbs and woodpecker holes. The vast majority of the site is considered to be of low importance to foraging bats. In addition the hedgerow network and mature trees represent a well-connected corridor through the site, which presents opportunities for localised foraging/commuting. Further survey revealed that Bat activity across the site was generally low, associated with common species and largely centred around a single farm track which runs off Garth Road. A small common pipistrelle roost was found within a tree located within a hedgerow in this location.</li> <li>• A breeding bird survey carried out revealed that a total of 47 species were recorded during the breeding bird survey. Of these, none were listed on Schedule 1 of the Wildlife and Countryside Act 1981, thirteen were listed on the UK Biodiversity Action Plan and/or the UK Red List and a further eight were listed on the UK Amber List. Though not recorded during the Ornithological registration mapping a barn owl roost is</li> </ul>

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			<p>found on site and barn owls are thought to have bred on site in owl boxes the past.</p> <ul style="list-style-type: none"> <li>• The risk of reptiles occurring on site is considered to be very low and no further survey or precaution is deemed necessary in support of this.</li> <li>• A small amount of suitable water vole habitat is present on site in the form of ponds and drainage ditches; however these are small in extent and isolated from each other by pasture and arable fields.</li> <li>• Due to a lack of intensive management and structural complexity, some of the habitats on site, such as the rough grassland and ponds have the potential to support notable assemblages of invertebrates. Further survey work is ongoing to identify the invertebrate populations.</li> </ul> <p>The site will also be required to include on-site provision of open space which could help for connecting with green infrastructure throughout the site. Different types of space should be provided to provide a diverse range of recreational opportunities. Similarly, the site should provide spaces for people to access and enjoy the natural environment. In order to demonstrate this, masterplanning should include a green infrastructure/landscape strategy to ensure these benefits are maximised. Overall, this site could be incorporated into the Green Infrastructure scheme on site enabling a long-term positive outcome towards this objective.</p> <p>Preliminary masterplanning has integrated greenspace through the site with varying opportunities for recreation. It has also identified to the west of the site swales with accessible pathways for recreation as well as ecological and drainage mitigation.</p> <p>This site has a number of species and landscape features which need to be carefully considered and mitigated through masterplanning. For this reason the site has scored negative impacts as the scale of effects would be subject to implementation and successful mitigation, as agreed by CYC.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should prioritise locations away from any areas identified to have high ecological interest to minimise disturbance and allow any ecological enhancement/mitigation to establish.</i></li> <li>• <i>A full Green Infrastructure Plan for the development should be developed, incorporating open space and a biodiversity management plan.</i></li> <li>• <i>Established hedgerows should be maintained where they function as wildlife corridors and foraging habitats.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>A programme of further studies to be agreed between site promoters and CYC ecologists as part of the ongoing masterplanning process.</i></li> <li>• <i>Initial ecological evidence referenced has been prepared by Brooks Ecological on behalf of the site promoters.</i></li> <li>• <i>Development will need to be implemented in accordance with a Natural England License to avoid any adverse impacts on potential GCN populations.</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li><i>The implementation timescale of mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</i></li> <li><i>It is uncertain whether any mitigation measures will be required to minimise disturbance to bats or to enhance their habitat.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="text-align: center;">- -</p>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 3 agricultural land, which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area and would therefore have a negative impact on this objective.</p> <p>The site has been used for agricultural purposes and therefore the risks of land contamination are considered to be low. Further ground investigations should be undertaken to confirm this. As part of the development of the site there will be a need to incorporate a variety of open space, including allotments. This would have a positive impact on this objective in the medium to long-term, subject to further masterplanning and implementation.</p> <p>On balance this site is scored significantly negative due to it being a greenfield site and in an area of predominantly high grade agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A full ground conditions survey will be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The terms and outcomes of any survey will be in discussion with appropriate officers at CYC.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The implementation and scale of allotments provision is currently uncertain.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>The scale of the development should allow mitigation measures to be incorporated through design, layout and the incorporation of efficiency</p>

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			<p>schemes such as rainwater harvesting to also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Yorkshire Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>

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12. Improve air quality.	<ul style="list-style-type: none"> <li>• Reduce all emissions to air from current activities;</li> <li>• Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>• Support the development of city wide low emission infrastructure;</li> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no AQMAs adjacent to this site. However, the potential for increased congestion/ traffic flows associated with both construction and operational traffic, air quality levels should be monitored and managed as there are potentially large air quality implications for the arterial routes in towards the city. There is an AQMA around the city centre, which may be affected should travel increase towards the city centre. There may also be short-term adverse impacts arising from construction activities relating to, for example, on-site HGV movements, dust and emissions associated with the use of machinery. A full air quality impact assessment is therefore required.</p> <p>Preliminary air quality appraisal undertaken by the site promoters has considered the potential impacts on the development. The main air pollution constraint potential is associated with nitrous oxide emissions from traffic on nearby roads including Monks Cross Link and North Lane. Existing air quality monitoring in this area suggests that of nitrous gases and particulates are below levels which are at risk of being exceeded. Mitigation measures are suggested to include sustainable travel planning and education to minimise the amount of vehicles trips from the site. It is concluded that there is anticipated to be risks in relation to air quality but that further evaluation is needed following further transport modelling.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short-distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Overall the impact of this site could be negative subject to the implementation of further appraisal, mitigation and ensuring the occupants on site have sustainable travel behaviour. <b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Initial work to appraise air quality has been undertaken by the site promoters. A full air quality assessment will be undertaken alongside ongoing masterplanning of the site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</i></li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>This development site is predominantly flood zone 1 which is an area of low flood risk. In addition, pluvial flooding and surface water management need to be considered. This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA).</p>

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property in York.	<p>flood risk;</p> <ul style="list-style-type: none"> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>		<p>This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose open space to minimise further flood risk as a result of any development. A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>Initial flood risk and drainage assessment undertaken on behalf of the site promoter has identified</p> <ul style="list-style-type: none"> <li>• East Huntington culvert, a 1500mm via culverted watercourse, crosses the site from west to east, ultimately connecting off site with Pigeon Cote Dike and Shaws Dike. The IDB have stated that a 9m easement would be required either side of this, subject to further survey;</li> <li>• Ground conditions may not be suitable for infiltration SuDs. Further work is required to confirm ground conditions;</li> <li>• SuDS opportunities include storage basins and swales to be within the land east of Monks Cross Link, with a restricted discharge to the Sow Dike watercourse system. Treatment trains to be incorporated into the SuDS systems.</li> </ul> <p>Provision of surface water attenuation and restriction to the equivalent greenfield runoff rates should mean that there are no adverse residual effects. Provision of surface water attenuation in above ground SuDS features will provide a beneficial residual effect in terms of the amenity and bio-diversity value of the area.</p> <p>The proposed development has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> <li>• <i>Ongoing flood risk management planning is undertaken and fed into the masterplan of the site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The development of the site would require mitigation for surface water.</i></li> <li>• <i>Flood risk and surface water management is agreed with CYC and associated bodies, where applicable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>O -</p>	<p><b>Likely Significant Effects</b></p> <p>There are no designated heritage assets within the site but the HIA has identified a high quantity of legible non designated landscape features exist across the site including medieval ridge and furrow, strip fields and post-medieval field boundaries. The ridge and furrow may protect earlier landscape features lying beneath it. It has also identified that there are a number of farmsteads within the site contributing to the agricultural character of the area dating to post 1852. Development of the site which removed the visible inherited historic grain would be detrimental to the area. The loss of the farm is also like to remove the remaining agricultural character from the area.</p> <p>A desk based and geophysical survey undertaken on behalf of the site promoters has confirmed that the site has low archaeological potential. Results of the geophysical survey did not reveal significant anomalies but did confirm medieval farming practices, although ridge and furrow earthworks, where they survive, are of low quality, being largely levelled through more recent ploughing. Further inspection of ridge and furrow on the site should take place to decide which areas merit preservation as part of open space.</p> <p>The Heritage Impact Assessment (2014) has identified potential issues in relation to compactness and landscape and setting. Whilst this site is located within the inner ring-road to would expand the urban boundary outwards, which would increase the distance from the city centre to the edge of the urban area. Given that it is adjacent to the existing communities there is also potential for any development to erode the identity of each area through extension and loss of distinct boundaries and open space. However, it does identify that this size of site has the potential to create a new community within its own identity. Key to addressing this would be to ensure that the masterplanning process incorporates greenspace between the existing settlement edge and any new development to help retain existing identities.</p> <p>On balance there is potential for this site to have a neutral to minor negative impact on heritage assets and their setting.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In defining the development, the strong identity of the site needs to be taken into consideration so that this is not lost through merging with existing development.</i></li> <li><i>Ridge and furrow should be preserved where well preserved.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Archaeological assessment referenced has been undertaken on behalf of the site promoters.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>Further analysis is required to understand the specific views into/out of the site. This will need to feed into the masterplan of the site.</i></li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance</li> </ul>	<p>O -</p>	<p><b>Likely Significant Effects</b></p> <p>The landscape in this area is predominantly arable. The landscape of the area varies from east to west with the west being interrupted and screened by dense hedgerows creating an historic enclosure landscape and the east primarily large fields with sparse hedgerows.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>geologically important sites;</p> <ul style="list-style-type: none"> <li>Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>		<p>The HIA also identified that the development of the site would reduce the field margin between the ring road and urban areas making it more visible in this location which would have an impact on the rural setting of the city. This area contributes to the rural setting of Huntington and York but is not designated within the historic character and setting study looking at the purposes of the Green Belt. It would also reduce the context of farmsteads and the contribution they make to the rural character and identity. The proposed area of development runs up to the ring road at its north-east corner thereby potentially removing the field margin and altering the rural character of North Lane which continues on the other side of the A1237. In order to mitigate this, as much of the inherited landscape characteristics should be retained within any design proposal, e.g. using existing boundaries to guide development plots and retaining as many green boundaries as possible. The site also needs to contain a strong element of green infrastructure to help retain the open and rural feel, particularly to the eastern boundary and to retain the setting of Huntington Village. It would also be preferable for the proposed development to be reduced in the north-eastern corner to the line of North Lane to set back development and create a gap between the development area and the ring road.</p> <p>A landscape and visual appraisal for the site has been undertaken on behalf of the site promoters to feed into masterplanning. This has identified that the site can be seen from public highways including views across the site from Monks Cross Link and the existing residential development at Huntington. In addition, a strategic view towards the Minster is identified in from the middle of the site. North Lane is a rural lane with a greater sense of enclosure afforded by hedgerows and trees that line the road. In places, hedgerow trees obstruct views, but there are a number of views into the site where hedgerows have been maintained to a low height. Opportunities and landscape principles identified for the site should include:</p> <ul style="list-style-type: none"> <li>The retention / enhancement of existing features on the site including trees, hedgerows and evidence of historic ridge and furrow systems. Opportunities for other landscape features from the wider area to be incorporated into the proposed development include: existing settlement patterns of linear villages with buildings set back behind wide grass verges and village greens, and, introduction of wetland to alleviate flood risk and provide additional habitats.</li> <li>Setting building lines back to allow for grass verges along the streets. Low scale development with a strong landscape structure would be sensitive to the surrounding village character, including Huntington Village conservation area.</li> <li>Retaining the view of the Minster from the centre of the site.</li> <li>The central woodland copse enclosing a pocket of mature grassland could be utilised as a natural asset, creating a strong landscape feature. This would provide a focal point for the community and a key part of the green infrastructure network.</li> <li>Retain the rural character of North Lane as a key arrival point into the village.</li> <li>Green infrastructure corridors to provide wildlife habitat and movement corridors and a transition from the urban area to the surrounding rural land. Introduce a network of green infrastructure to contribute to the sense of place as urban / rural fringe and provide a transition between the built up townscape and the rural areas.</li> <li>Reflect traditional field patterns in the masterplan layout where possible.</li> <li>Restore and enhance hedgerows where possible.</li> <li>Introduce wetland habitats to contribute to flood attenuation, landscape character and habitat value of agricultural fields.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>• Provide pedestrian and cycle links, connecting to the surrounding network including a link to Monks Cross Retail Park and to Huntington village.</li> </ul> <p>All of these principles have been used to inform the emerging masterplanning of the site and their implementation may reduce negative impacts from development.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>This site has been appraised to have a minor negative or neutral impact depending on the implementation of mitigation and treatment of the landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>To reduce the impact development of the rural character, any development scheme must incorporate appropriate buffering to reduce visibility of development.</i></li> <li>• <i>Emerging masterplanning should incorporate the findings of the landscape appraisal to help minimise impacts in this location.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the landscape masterplan to ensure the integrity of the deposits.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating an independent identity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The preliminary Landscape Appraisal has been completed on behalf of the Landowners/developers.</i></li> <li>• <i>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</i></li> <li>• <i>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p><b>Summary</b></p> <p>A significant positive effect has been identified for objective 1 (housing) due to the provision of a significant number of new housing along with access to existing and new facilities. Objective 5 (equality) was also assessed as a significant positive effect as a result of the inclusion of affordable housing and good access to local services. A significant negative effect was recorded against objective 9 (land use) as a result of the loss of agricultural land.</p> <p>A minor positive effect was determined against objective 4 (jobs) due to the provision of short term construction jobs and longer term opportunities in new community facilities and objective 13 (flooding) due to the low flood risk on site and incorporation of sustainable drainage systems. A minor negative effect was identified for objective 8 (biodiversity) due to potential impacts on adjacent SINCs and protected Great Crested newts, objective 10 (water) as a result of increased pressures on local water resources, objective 11 (waste) due to the overall increase in waste generation, and objective 12 (air quality) due to the potential for increased congestion and deterioration of local air quality.</p> <p>Objective 2 (health) was identified as a mixed minor positive and negative effect due to the promotion of outdoor activities such as walking and cycling and short and longer term noise disturbance at the site. Mixed minor effects were also recorded for objective 3 (education and training) due to the lack of capacity in existing schools for new students and the enhancement of skills through construction and permanent jobs, objective 6 (transport) due to good public transport and cycling links in addition to localised congestion, and objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences.</p> <p>A mixed neutral and minor negative effect was recorded for objectives 14 (cultural heritage) and 15 (landscape) due to the potential loss of identity, impacts on rural setting and low potential for archaeology.</p> <p>There are uncertainties over the number of students from the development and number of jobs generated, the level of congestion, the amount of waste generated and the scale of archaeology present on site.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

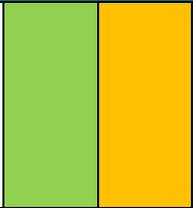
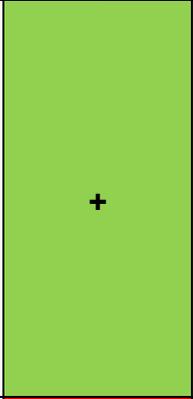
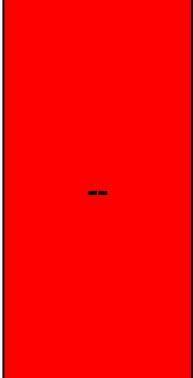
## ST9: Land North of Haxby

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Development of around 750 dwellings on 34ha is proposed. This would contribute to meeting the needs of City for additional housing and affordable housing (although the level of need in this location is not known at his stage although assumed to be present).</p> <p>The scale of the proposed development is likely to prompt some service provision on site and require investment in additional capacity or new build facilities such as a primary school (current capacity in Haxby unknown). The site lies immediately to the north of Haxby as is accessible to local services, although the capacity of these is unknown and might have to be increased meet additional need.</p> <p>The overall assessment is a significant positive effect due to the scale of housing provision.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• On-site provision of some services and contributions to off-site provision to ensure that services are not over-burdened.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</li> <li>• It is assumed that no new communities facilities would be included as part of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The final number of homes developed on this site will be subject to masterplanning and an associated planning application.</li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to openspace / multi-functional openspace;</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>Haxby Ward has a significant underprovision for open space and formal recreation facilities and development and without suitable on- and off-site provision as part of new development, this is likely to worsen. The site is largely productive farmland with relatively limited public access. As such it does not contribute significantly to the City's Green Infrastructure network.</p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site openspace, provision of community facilities and green infrastructure and sustainable travel modes.</p>

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	unacceptable risks to health.			<p>There are healthcare facilities in Haxby (capacity unknown). Overall a neutral effect is likely for this site, given the uncertainty over recreational provision.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Access to cycle and footpaths should be included in the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that existing areas of openspace are accessible from the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of openspace proposed in the development is uncertain.</li> <li>Potential contributions to off-site openspace to help address current deficiencies.</li> </ul>
3. Improve education, skills development and training for an effective workforce.	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Development of the site will require educational provision, either in the form of expanded provision at existing schools (three schools are within 2km) or through new build. There are no secondary schools/higher education facilities in the vicinity and again capacity issues arising from additional student numbers would have to be examined in detail. Requirements regarding additional education provision would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development in associated industries would be dependent upon market forces.</p> <p>It is anticipated that this should have a significant positive impact on this objective but with some uncertainty regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local schools would have capacity for additional students from the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the development's completion and occupation.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, temporary construction jobs are expected to be generated through the development of the site. Longer term jobs after the construction period are not anticipated at the development.</p> <p>Employment opportunities are available to the south of the ring road (Clifton Moor Industrial Estate, Clifton Moor Retail Park, and Monks Cross Retail Park are located within 5km) and York City Centre (approximately 7km), with some opportunities for sustainable access to these by cycle and bus. This has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Enhancement of cycle routes and bus access to support access to employment opportunities to the south.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Assumed that no on-site businesses are proposed as part of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The development is expected to contribute the provision of affordable housing, which would help meet affordable housing needs and address barriers in access to accommodation.</p> <p>Facilities in Haxby are in relatively close proximity to the proposed development and it is assumed that significant new facilities will not be included in the development due to its size. As a result, a minor positive effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Provision of access to existing local facilities would support equality and access on the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Assumed that local services have the capacity to expand for new residents.</li> <li>• Assumed that affordable housing would be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>The nature and scale of facilities and services provided on the site.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	+		<p><b>Likely Significant Effects</b></p> <p>The proposed development is with 1km of the centre of Haxby, offering access by foot and cycle. However, additional vehicle journeys are expected to arise as a result of the development, which may contribute to any local congestion. Whilst some services are available in Haxby (basic retail provision, healthcare and primary schools), higher order services are not and access to these are likely to generate car-based trips.</p> <p>This has been assessed as a minor positive effect against the transport objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Access to public transport in Haxby and sustainable transport links to existing pedestrian and cycle networks should be of a Sustainable Travel Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Accessibility of bus services the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of congestion as result of this development as a result of its occupation.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</p> <p>There is the potential to incorporate climate change mitigation through the design and layout of the site and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development. Uptake may be limited due to the smaller size of the development site.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>and manage negative impacts towards climate change.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of inclusion of renewable energy sources in the development is uncertain.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>There are no nationally or internationally designated sites adjacent to the development. The site is greenfield and possess limited ecological value and effects on which could be mitigated through masterplanning which could also lead the opportunity to establish connectivity with the City's wider green infrastructure network.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Ecologically-sensitive masterplanning to protect and enhance existing biodiversity value.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Masterplan will seek to strike a balance between housing and biodiversity provision.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The pressures of market viability on development density and thus opportunities to provide for biodiversity.</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The proposed site is an area of agricultural land (Grade 3) and which would be permanently lost to development.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An assessment of land quality and any identified remedial work would be necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
10. Improve water efficiency and quality.	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population/occupation will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Overall this has been assessed as a negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of water efficiency measures is not yet known.</li> </ul>
11. Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and any possible remediation is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site. An increase in local traffic may result a reduction in local air quality and this has been assessed as having a minor negative effect on air quality.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required to understand the potential impacts and to enable mitigation measures to be put in place.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The Environment Agency has suggested that “no further development to take place until study looking at Westfield Beck is completed and required works completed in order to mitigate fluvial and surface water flooding. Flood zone 1 and surface water management to be followed. This especially important as site drains into Foss which is major source of flooding and has interaction with Ouse and relies upon management of Foss Barrier and associated pumps.”</p> <p>Surface water management techniques such as sustainable drainage systems (SUDs) should be</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>incorporated into the development. As the site is greenfield the runoff rates must not exceed 1.4 l/sec/ha.</p> <p>For the above reasons, the site has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Development would have a detrimental impact on any surviving archaeological deposits and existing landscape features. These include potential Roman artefacts, medieval and post-medieval field boundaries found within the site which form part of the village setting, and ridge and furrow in unknown condition which is recorded on some parts of the site.</p> <p>This has the potential for a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that archaeological remains are still present on site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The condition of the recorded ridge and furrow is unknown.</li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The proposed development site forms part of the open countryside and rural setting (including landscape features) of Haxby which would be removed by development, although good masterplanning there is the opportunity to conserve and enhance landscape structure.</p> <p>Overall this has been assessed as having a negative effect on this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Further landscape assessment and mitigating measures are required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
<p><b>Summary</b></p> <p>The overall effects of the proposed site on the sustainability objectives is notably mixed, with positive effects recorded against social objectives such as significantly increasing the housing supply, inclusion of affordable housing, whilst the performance against environmental objectives is more mixed. This is especially case for cultural heritage where a significant negative effect was identified in respect of likely impact on archaeological deposits. More work would be required to determine the likelihood of these particular impacts, including that for additional flood risk. The area is currently very deficient in almost all aspects of open space provision, both in terms of local and more strategic facilities, and a challenge for masterplanning will be its contribution towards remedying this deficit.</p> <p>More certain, but arguably less significant, is the effect on landscape setting where masterplanning and building design could mitigate impacts, as well as making a positive contribution to aspects such as green infrastructure. Key uncertainties focus on the capacity of service provision to accommodate additional residents, and the consequent balance between on- and off-site provision. In addition, the extent to which sustainable transport infrastructure will mitigate impacts such as increases in car traffic associated with new development is uncertain.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
<b>++</b>	The policy is likely to have a significant positive effect
<b>+</b>	The policy is likely to have a positive effect
<b>0</b>	No significant effect / no clear link
<b>?</b>	Uncertain or insufficient information on which to determine effect
<b>-</b>	The policy is likely to have a negative effect
<b>--</b>	The policy is likely to have a significant negative effect

## ST11: New Lane, Huntington

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Development of around 400 dwellings on 14ha is proposed. This would contribute to meeting the needs of City for additional housing and affordable housing (although the level of need in this location is not known at this stage although assumed to be present).</p> <p>The scale of the proposed development is likely to prompt some service provision on site and require investment in additional capacity such as a primary school in the locality (current capacity is unknown). The site is accessible to local services, although the capacity of these is unknown and might have to be increased to meet additional need.</p> <p>The overall assessment is a significant positive effect due to the scale of housing provision.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• On-site provision of some services and contributions to off-site provision to ensure that services are not over-burdened.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</li> <li>• It is assumed that no new community facilities would be included as part of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The final number of homes developed on this site will be subject to masterplanning and an associated planning application.</li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to openspace / multi-functional openspace;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Open space and formal recreation facilities are reasonably well provided for in the vicinity of the site with Booth Stray informal open space 1km to the west, four sports facilities within 800m and allotments 400m to the west. Provision will be required for children's playspace and amenity open space. There are healthcare facilities at Huntington and the site lies immediately to the west of the Monks Cross Shopping Centre.</p> <p>Overall a significant positive effect is likely for this site.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	unacceptable risks to health.		<ul style="list-style-type: none"> <li>Access to cycle and footpaths should be included in the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that existing areas of open space are accessible from the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of open space proposed in the development is uncertain.</li> <li>Potential contributions to off-site open space to help address current deficiencies/capacity issues in the locality.</li> </ul>
3. Improve education, skills development and training for an effective workforce.	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>Development of the site will require educational provision, with capacity issues arising from additional student numbers would have to be examined in detail. Requirements regarding additional education provision would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development in associated industries would be dependent upon market forces.</p> <p>It is therefore anticipated that there will be a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local schools would have capacity for additional students from the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the development's completion and occupation.</li> </ul>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> </ul>	++	<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, temporary construction jobs are expected to be generated through the development of the site. Longer terms jobs after the construction period are not anticipated at the development.</p> <p>Employment opportunities are available to the west in the Monks Cross Shopping development and York City Centre (approximately 3km to the south west), with opportunities for sustainable access to these by cycle and bus.</p> <p>This has been assessed as a significant positive effect against this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>		<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Enhancement of cycle routes and bus access to support access to employment opportunities to the south.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that no on-site businesses are proposed as part of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> <li>Promote the safety and security for people and/or property.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The development is expected to contribute the provision of affordable housing, which would help meet affordable housing needs and address barriers in access to accommodation.</p> <p>Facilities in Huntington are in relatively close proximity to the proposed development and it is assumed that significant new facilities will not be included in the development due to its size.</p> <p>As a result, a minor positive effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of access to existing local facilities would support equality and access on the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local services have the capacity to expand for new residents.</li> <li>Assumed that affordable housing would be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The nature and scale of facilities and services provided on the site.</li> </ul>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The proposed development is with 1km of the centre of Haxby, offering access by foot and cycle. However, additional vehicle journeys are expected to arise as a result of the development, which may contribute to any local congestion. Whilst some services are available in Haxby (basic retail provision, healthcare and primary schools), higher order services are not and access to these are likely to generate car-based trips.</p> <p>This has been assessed as a minor positive effect against the transport objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Access to public transport in Huntington and sustainable transport links to existing pedestrian and cycle networks should be of a Sustainable Travel Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Accessibility of bus services the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of congestion as result of this development as a result of its occupation.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</p> <p>There is the potential to incorporate climate change mitigation through the design and layout of the site and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development. Uptake may be limited due to the smaller size of the development site.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of inclusion of renewable energy sources in the development is uncertain.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>There are no nationally or internationally designated sites adjacent to the development. The site is greenfield and has relatively limited ecological value (although it does contain a Site of Local Interest for nature conservation) and the effects on which could be mitigated through masterplanning which could also lead the opportunity to establish connectivity with the City's wider green infrastructure network. The SLI for nature conservation is primarily for semi improved neutral grassland, though the site is also within 100m of a known great crested newt site. Although not identified in plans as strategic openspace, the approach to development around this area will need careful consideration and ecological retention, mitigation, management and enhancements may be required, both for the wildlife interest and in order to maintain a natural green space around Monks Cross with connectivity to the open space and countryside in the wider area.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Ecologically-sensitive masterplanning to protect and enhance existing biodiversity value.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Masterplan will seek to strike a balance between housing and biodiversity provision.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The pressures of market viability on development density and thus opportunities to provide for biodiversity.</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	--	<p><b>Likely Significant Effects</b></p> <p>The proposed site is an area of agricultural land comprising a mixture of Grade 2 and 3b and which would be permanently lost to development.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• An assessment of land quality and any identified remedial work would be necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
<p>10. Improve water efficiency and</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> </ul>	-	<p><b>Likely Significant Effects</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
quality.	<ul style="list-style-type: none"> <li>Improve the quality of rivers and groundwaters.</li> </ul>		<p>An increase in population/occupation will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Overall this has been assessed as a negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of water efficiency measures is not yet known.</li> </ul>
11. Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</p> <ul style="list-style-type: none"> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and any possible remediation is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site. An increase in local traffic may result a reduction in local air quality and this has been assessed as having a minor negative effect on air quality.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required to understand the potential impacts and to enable mitigation measures to be put in place.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	0	<p><b>Likely Significant Effects</b></p> <p>The Environment Agency has suggested that “no further development to occur before study with the Internal Drainage Board looking at South Beck is completed and associated works completed to mitigate against fluvial and surface flooding. Site lies predominately in flood zone 1 with small area in flood zone 2. Development must take a sequential approach regarding layout. Surface water guidance to be followed.”</p> <p>Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development. As the site is greenfield the runoff rates must not exceed 1.4 l/sec/ha.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>For the above reasons, the site has been assessed as having a neutral effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Development has the potential to have a detrimental impact on any surviving archaeological deposits and existing landscape features. These include potential Roman artefacts, associated with a temporary Roman camp and loss of medieval and post-medieval ridge and furrow and field boundaries. The site is also judged to contribute to the rural setting of the eastern edge of Huntington as well as providing separation from Monks Cross, although the site does not significantly contribute to the wider setting of York.</p> <p>Preliminary masterplanning undertaken by the site promoters has identified an area of greenspace to retain the setting of this monument. Agreement between City of York Council and English Heritage needs to be agreed as part of any further emerging proposals.</p> <p>This has the potential for a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that archaeological remains are still present on site.</li> <li>The setting of the SAM will be discussed and agreed between the site promoters, City of York Council and English Heritage.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The condition of the recorded ridge and furrow is unknown.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
15. Protect and enhance York's natural and built landscape.	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The proposed development site forms part of the remnants of open countryside (including landscape features) in this locality which would be removed by development, although good masterplanning there is the opportunity to conserve and enhance landscape structure.</p> <p>Overall this has been assessed as having a negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Further landscape assessment and mitigating measures are required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
<p><b>Summary</b></p> <p>The effects of the proposed site on the sustainability objectives are mixed, with positive and significantly positive effects identified in respect of its contribution to the City's housing stock and affordable housing requirements. The site's location with ready access to existing services (the capacity of which will need to be investigated and mitigated as appropriate) and significant employment opportunities associated with the Monks Cross development and the City Centre. As such the site is in a highly sustainable location.</p> <p>The effects of the development on environmental indicators such as air quality, cultural heritage and landscape exhibit more negative characteristics, reflecting the site's greenfield character and archaeological potential. Mitigation of these effects can to some extent be secured through masterplanning which could work with the existing landscape structure and provide enhancement and new open space provision, as well as providing sustainable transport opportunities for residents to access services.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST12: Land to the West of Manor Heath, Copemanthorpe

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The site is forecast to provide 421 dwellings representing 2.4% of the total requirement over the plan period and population of circa.800 people. This is a significant development within the city and will provide a new village community that can meet a multiplicity of needs. 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. Based upon the proposed affordable housing policy (H9), the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation. This will help to ensure that mixed needs are accommodated on this significant site.</p> <p>In order to meet the needs of the new resident's local facilities and services will need to be provided commensurate to the scale of population to ensure that adequate provision is locally available. Given the size of the site and likely population, at least one local centre and appropriate space for neighbourhood parades should be provided to ensure that the new residents have local access to facilities and undue pressure is not put on existing facilities elsewhere in the long-term. The masterplanning should ensure that facilities and housing development are phased together to minimise residents need to travel for convenience items, particularly in the short-term.</p> <p>Preliminary masterplanning for this site includes an area to incorporate community facilities.</p> <p>This site is important to meeting overall housing need and would make a significantly positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for throughout the development of the village.</i></li> <li>• <i>In order to maximise the ability of the site to meet the needs of York, the housing mix and type should reflect the current Strategic Housing Market Assessment.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the preliminary work undertaken by the landowner/viability assumptions undertaken as part of the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing and mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to openspace / multi-functional openspace;</li> <li>Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	+	-	<p>The development of sites will be subject to policies with the Local Plan regarding the provision of on-site openspace, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The site is currently within agricultural use and therefore does not have formally designated openspace. This site would be required to include openspace for a range of recreational purposes which should have a positive benefit on the health and well-being of residents. The scale of this provision will need to be commensurate to the new population and be accessible for all within an appropriate distance to maximise benefits associated with its provision. It should form part of a site-wide green infrastructure strategy to maximise synergistic benefits of connected space. Further formal openspace should be phased into development to ensure that people have access to openspace during the course of the development. Preliminary masterplanning documents show the inclusion of amenity openspace and sports facilities predominantly on the edge of the site.</p> <p>The scale of the site would generate new facilities commensurate with its size and population which should local community provision. This provision will depend on the needs of the local community but has the potential to have a positive impact for caring for the health of the population should this be health related. The location of these facilities on site should be within close proximity of the residents to maximise accessibility.</p> <p>The land is predominantly arable and there are no contamination impacts anticipated. Full ground investigations will need to be undertaken but potentially this is positive for ensuring that land does not pose a risk to human health.</p> <p>There are no air quality issues in the vicinity of the site; the nearest Air Quality Management Area (AQMA) is 4km east of the proposed development area. There may be new risks for exposure to poor air quality should the development be adjacent to the A64. Initial advice provided to the developer by environmental consultants suggests that there would be a medium risk of annual mean concentrations of NO2 exceeding the national objective value for the proposed residential properties. This advice was based on the assumption that properties would be located between 5 and 15 metres from the A64 slip road at the extreme northern edge of the proposed development site.</p> <p>Preliminary masterplanning shows that the built development is proposed to be set back from the A64, the grade separated junction and slip roads to the north of the site in line with landscape and green belt considerations. In addition the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions. A full air quality assessment will be required to fully understand the likely impacts of the development.</p> <p>Similarly the noise at the northern end of the site which is adjacent to the A64 may have adverse effects should residential dwellings be sited within close proximity. Initial noise investigations have been carried out by the site promoters to determine any effects on and from development in this location. This concluded that the ambient noise levels varied across the subject site, with road traffic considered to be the dominant noise source throughout the site and aircraft noise associated with military jets also occasionally audible at the subject site, although this was not significant in level. It is considered that the assessment methodology is sufficient to demonstrate that the residential development of the site should not result in an unacceptable increase in ambient noise level at existing residential dwellings in the vicinity of the site and that noise arising from the site should not be unacceptable on existing residential dwellings. Mitigation to alleviate noise would be through building measures such as the incorporation of double glazed windows. A full noise impact assessment will be required to fully understand the potential impacts of noise from the development.</p> <p>There is likely to be impacts for the duration of the construction period, although this is anticipated to be minor given that this is a new settlement</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: #90EE90; width: 100%; height: 100%;"></div>	<p>away from existing residential or employment areas. Any impact is likely to be commensurate with the proximity/location of the development on site. There will be, however, increased trips and noise connected with HGVs and construction vehicles, which may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, this objective has been identified as having potentially positive and negative impacts subject to more detailed masterplanning and resolution of any air quality and noise issues.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be set back from the A64 to minimise adverse impacts in relation to noise and air quality.</i></li> <li>• <i>Sustainable travel behaviour should be encouraged to minimise emissions as a result of increase vehicle use.</i></li> <li>• <i>Full air quality and noise impact assessments are required.</i></li> <li>• <i>Development of facilities and openspace need to be undertaken throughout the phasing of the site to ensure adequate provision for new residents. Any facilities provided should be within close proximity to ensure accessibility for all.</i></li> <li>• <i>The green infrastructure strategy for the site should incorporate and link openspace across the site with existing PRow.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary investigations referred to in this appraisal (Noise survey, Ground conditions survey, air quality data analysis) have been carried out by the landowner.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning</i></li> <li>• <i>The level and type of openspace, whilst indicated in a preliminary masterplan, is still subject to masterplanning</i></li> <li>• <i>The level of noise and air quality issues as a result of occupation of the site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></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 400-800m. However, further provision may need to be made depending on the schools capacity to accommodate new pupils. This is likely to be available at Copmanthorpe Primary school. 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>There would be construction and associated trade jobs required for the duration of construction works. This would have positive impacts in the short- medium term for employment opportunities. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>Currently, the effects of this are assessed as potentially positive but with some uncertainty regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Adequate provision for educational needs should be planned and phased alongside residential development to ensure that this is accessible to the new residents during the course of development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Capacity at existing school within Copmanthorpe can accommodate growth in pupil numbers.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of pupils and their educational needs will only be fully determined upon further masterplanning/the developments completion and occupation.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site is likely to create a new population of circa 800 in the long-term. This population will deliver a workforce to support long-term employment growth within the city. It is anticipated that the majority of people living in this location would commute to alternative locations to work as there are no substantial employment sites within the village.</p> <p>There would be construction and associated trade jobs required for the duration of construction works. This would have positive impacts in the short- medium term for employment opportunities. The level of training and skills development in associated industries would be dependent upon market forces. In addition, a small number of jobs may be created through the development of community facilities, depending on the type of facility at this location.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>and its opportunities for business and leisure;</p> <ul style="list-style-type: none"> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>		<p>On balance, the effects are likely to be positive for the economy in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary masterplanning has been undertaken by landowners/developers of the site assuming provision of community facilities.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will depend upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>This is a new village location which help decrease overall housing derivation within the city by contributing a significant contribution towards the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target to provide for 35%affordable dwellings of mixed tenure on site. This would make a significantly positive contribution in the medium to long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</p> <p>Currently, the village facilities are just within 800m of the site although this distance increases towards the middle and western edge. 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. This may also help to enhance the viability of the existing facilities into the future helping to retain long-term local access to services. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure its accessibility for residents. Establishing the facilities required on site would be through ongoing masterplanning and community engagement.</p> <p>Key to the sites success in meeting this objective will be accessibility improvement and the provision of sustainable transport routes to enable access for all. The development should maximise connectivity to sustainable transport as well as cycle paths and pedestrian linkages as far as practical.</p> <p>Overall, this site has been assessed as having a positive impact in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The level of facilities and services provided is commensurate to the scale of population.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary viability and masterplanning has assumed a level of local facilities on the site.</i></li> <li>• <i>The affordable housing ratio is as per the Publication (Submission) Local Pan and is viable.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The services and facilities provided on the site will be subject to masterplanning and occupation following development.</i></li> <li><i>The apportioned level and mix of affordable housing will be determined through masterplanning.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></p> <p>The village is currently served by non frequent bus routes running between Leeds, York and the North Yorkshire coast. These stop at the northern end of the site. In order to maximise the promotion of non car modes and the need to travel, additional stops should be considered to allow better connectivity to the route for all across the site. In addition, the village has existing cycle routes into the city centre which could be extended to the site to encourage cycling as an alternative to using a car. Further strategic connections for pedestrian and cycle routes would be required to integrate the site into the existing network across the village as well.</p> <p>Preliminary masterplanning and transport evidence undertaken by the site promoters include a key aim to create a site that is highly permeable for pedestrians and cyclists and provides alternatives to the car. This includes a range of new (on and off site) and improved pedestrian and cycle facilities including a new footway along the full length of Manor Heath, a new off-road cycle link to connect with the existing cycle track along the north of the village and new pedestrian crossing facilities on Manor Heath. In addition, it is proposed that the existing bus route diverts into the site. Whilst this would be subject to agreement with the bus operator but would be positive in ensuring accessibility to alternative modes of transport from the site to the village centre as well as the centre of York to all.</p> <p>Access to the village facilities are predominantly within 800m (10 minutes walking time) of the development and some small scale community facilities are planned on the development site. Given that this is a village location, it is likely that people would need to travel to work and for large-scale convenience shopping as the provision within the village would only be of small scale. Access and travel by car is inevitable as part of this development. The site is bordered by existing road infrastructure to enable access on to the site and preliminary masterplanning suggests 3 access points into the site. Whilst this is necessary, the scale of car usage and resultant effect is currently uncertain given that it depends upon supply and take-up of alternative modes of transport. A draft Travel Plan and Transport Assessment prepared by the site promoters acknowledges that there are both physical and educational mitigation measures that could be implemented to encourage the use of alternatives to the car on the site.</p> <p>On balance, it has been assessed that there are negative effects on this objective although it is acknowledged that in the long-term the inclusion of alternative travels modes and routes should help to minimise these effects in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The impacts from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> <li><i>A full access and movement strategy is developed to maximise connectivity to Copmanthorpe and York via sustainable travel modes and behaviour. This should be agreed between relevant bodies, including the Highways Agency and CYC.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The preliminary transport and access assessment has been undertaken by developers/landowners with input from external bodies. Advice on this remains valid.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of congestion as a result of this development and as a result of its occupation.</li> <li>The behaviour of future occupiers and their travel needs.</li> <li>The phasing and timescales for the appropriate infrastructure provision.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of employment opportunities, local facilities and services and openspace, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar and solar thermal technologies as well as biomass and medium potential for heat pumps and district heating. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 100%; background-color: #90EE90; margin-right: 5px;"></div> <div style="width: 10px; height: 100%; background-color: #FFD700; margin-right: 5px;"></div> </div>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</li> <li>The scale of effects as a consequence of residents is unknown.</li> <li>The package of mitigation measures to be incorporated into the scheme relies on further masterplanning.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p><b>O</b></p>	<p><b>Likely Significant Effects</b></p> <p>The site is predominantly arable farmland interspersed with hedgerows. Within the boundary and adjacent to the boundary of the site there are no nature conservation designations. The site does connect with a local green infrastructure corridor however. There is an opportunity for this site to interconnect with the existing green corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment.</p> <p>An Extended Phase 1 Habitat Survey has been undertaken by the site promoters. The outcomes of this assessment show that</p> <ul style="list-style-type: none"> <li>The majority of hedgerows are species poor although one to the southern end is likely to be an ancient hedgerow and as such, would be identified under the Hedgerow Regulation 1997. It is likely that hedgerow could support a diverse understorey. They are also likely to provide a valuable habitat for hedgehog which is listed in the UK Biodiversity Action Plan.</li> <li>The site is unlikely to support bat roosts although the hedgerows are likely to be used by them for foraging and commuting.</li> <li>There are no ponds on site or within a 500m radius. It is therefore unlikely to be a favourable habitat for amphibians and great crested newts are unlikely to be present.</li> <li>The site presents a poor habitat for reptiles.</li> <li>There is no evidence of recent or past water vole activity or evidence of badger.</li> <li>The arable fields, drainage ditch and neutral grassland are of low ecological value and should not constrain development but that the hedgerows and hedgerow trees should be retained as a wildlife resource with gaps in the hedgerows kept to a minimum.</li> </ul> <p>Additional surveying is required for the hedgerow to confirm its ecological value. Appropriate mitigation and landscaping would be required to ensure the integrity of this and other identified habitats are maintained. Preliminary masterplanning has incorporated these features within the emerging masterplan.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>A tree survey has also been undertaken by the developers. This concludes that many of the trees potentially affected by the development site are in poor condition. The survey recommends that felling or remedial pruning are recommended. Agreement of this approach would need to be with CYC to ensure the most appropriate strategy is actioned in the short-medium and long-term.</p> <p>On balance, the proposed development of this site is assessed as likely to have limited impacts, due to its low biodiversity value (although further survey work is required of the hedgerows to confirm this provisional view) and therefore has been assessed as having a neutral effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Ecological enhancement and conservation hedgerows should be prioritised within the masterplanning/phasing.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The Phase 1 Habitat evidence referred to has been prepared by Brooks Ecological on behalf of the landowners/developers.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The implementation timescale of mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>- -</p>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 2 agricultural land, which signifies it is high grade agricultural land. This would be a loss of the land type within this area and would therefore have a negative impact on this objective.</p> <p>Preliminary investigations of the ground conditions of this site indicate that it is unlikely to have significant issues in relation to ground contamination given that it has actively been used as arable land for many years. Full investigations will need to be undertaken but this indicates that this is likely to be positive against this objective.</p> <p>As part of the development of the site there will be a need to incorporate a variety of openspace, including allotments. This would have a positive impact on this objective in the medium to long-term, subject to further masterplanning and implementation.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A full ground conditions survey will be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The implementation and scale of allotments provision is currently uncertain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
10. Improve water efficiency and quality.	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no surface waterbodies on or adjacent to the site although drainage ditches are present.</p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Revised Draft Water Resources Management Plan 2013 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 at 0.19MI/d rising to 106MI/d in 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence and a three groundwater schemes.</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 also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Yorkshire Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
11. Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and remediation phases is unknown.</i></li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>This site will be subject to policies within the plan relating to air quality and the implementation of low emissions technologies as well as sustainable transport which should help to minimise vehicle use.</p> <p>There are no air quality issues in the vicinity of the site; the nearest Air Quality Management Area (AQMA) is 4km east of the proposed development area. There may be new risks for exposure to poor air quality should the development be adjacent to the A64. Initial advice provided to the developer by environmental consultants suggests that there would be a medium risk of annual mean concentrations of NO2 exceeding the national objective value for the proposed residential properties. This advice was based on the assumption that properties would be located between 5 and 15 metres from the A64 slip road at the extreme northern edge of the proposed development site.</p> <p>Preliminary masterplanning shows that the built development is proposed to be set back from the A64, the grade separated junction and slip roads to the north of the site in line with landscape and green belt considerations. In addition the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions. A full air quality assessment will be required to fully understand the likely impacts of the development.</p> <p>It will be necessary for the site to encourage sustainable routes to encourage non-use of the car and low emission technologies. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour and the consequential impact on air quality. The infrastructure should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>There are likely to be emissions relating to construction due to increased trips connected with HGVs and construction vehicles for the duration of the development. Given the scale of the site, this may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, the overall objective has been identified as minor negative due to the resultant NO2 concentrations from projected traffic increases.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>health of future occupants/users;</p> <ul style="list-style-type: none"> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Development should be set back from the A64 to minimise adverse impacts in relation to air quality.</li> <li>Sustainable travel behaviour should be encouraged to minimise emissions as a result of increase vehicle use.</li> <li>Full air quality impact assessment is required.</li> <li>The site should develop a low emission strategy in line with other policies in the Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Preliminary investigations referred to in this appraisal (air quality data) have been carried out by the site promoter.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of air quality issues as a result of occupation of the site.</li> <li>Masterplanning of the site and the potential exposure of residents to new sources of poor air quality.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>This site is located within flood zone 1 and I therefore at low risk of fluvial flooding..</p> <p>This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose openspace to minimise further flood risk as a result of any development.</p> <p>A preliminary flood risk assessment undertaken on behalf of the site promoters concludes that the site is not at risk from flooding from any source. Flood risk from surface water has been identified to be limited to potential shallow accumulations within localised areas. To address this, a surface water drainage strategy is suggested that predominantly mimics the sites run-off in three different directions across the site, although the eastern drain would be into the public surface water sewer. This strategy has been discussed with CYC, the IDB and Yorkshire Water. Yorkshire water have advised that the sewer network in the village cannot accept additional surface water discharge.</p> <p>A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>Overall, impacts against this objective have been assessed as minor positive.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs. Surface water run-off rates should be based on 1.4 l/sec/ha (in accordance with the SFRA). Further discussion with regards to the drainage strategy should be undertaken through the emerging masterplan to ensure an appropriate strategy is in place.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>A Flood Risk Assessment has been undertaken by Eastwood and Partners on behalf of the site promoters. Discussion with City of York Council with regards to this evidence and further flood risk work is ongoing.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The effect of occupation of the site on long-term surface water flood risk.</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p> <p>O</p>	<p><b>Likely Significant Effects</b></p> <p>Archaeological potential has been identified given that the site contains a supposed Roman Road through the middle of the site (Ebor Way), which is now Hallcroft Road. Development may therefore have a detrimental effect on any archaeological remains. A full archaeological survey is required to understand the sites deposits and past activity.</p> <p>A desk-based study undertaken by York Archaeological Trust identified that the remains of the Roman road together with potential settlement features such as burials, occupation and agricultural activity. The archaeological potential of the site was considered moderate. A geophysical survey has also been undertaken on behalf of the site promoters. Geophysical survey demonstrated the presence of potential buried archaeological features, comprising :</p> <ul style="list-style-type: none"> <li>A large, possibly Romano-British enclosure.</li> <li>A small enclosure possibly related to the Roman road.</li> <li>Evidence of agricultural activity in Field 1 (north field).</li> <li>Evidence for a possible trackway in the western part of Field 1 (north field).</li> <li>Evidence for past human activity in the form of pits and ditches in Field 2 (south field).</li> </ul> <p>Further investigations such as trial trenching are necessary to identify these features and their importance for the site.</p> <p>The village of Copmanthorpe contains a conservation area and a number of listed buildings within the core of the village (200m). The Heritage Impact Assessment has identified that development of this site is not likely to have a direct impact on these features given the residential growth that took place during the 20<sup>th</sup> century that now surrounds the historic core. The HIA has identified that potential minor harm could be caused on the compact form of the village given that it is an extension beyond the current boundary of Manor Heath. In order to mitigate this, the boundary was reduced in size to ensure development remained close to the existing village. No strategic views from the site are identified which means that views affecting the setting of the city on this location are limited.</p> <p>Preliminary masterplanning has responded the features identified through the emerging evidence by retaining the setting of Ebor Way through buffering as well as retaining the historic hedgerow.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York’s existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>On balance, the effects on this site have identified to be neutral to minor negative subject to the outcomes of the archaeological evaluation.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the masterplan to ensure the integrity of the deposits.</i></li> <li>• <i>Consideration of views to existing residential properties is included within the masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects the existing character of the village. This should be informed by their village design statement.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</i></li> <li>• <i>A programme of archaeological investigations are undertaken as part of the allocation process as agreed by City of York Council. A desk-based study (by York Archaeological Trust) and geophysical investigations (by Trent &amp; Peak Archaeology) have already been undertaken and are referenced within this appraisal.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</i></li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting”</li> </ul>	<p>-</p>	<p><b>O Likely Significant Effects</b>The Heritage Impact Assessment (HIA) has identified that there may be minor harm caused to York’s compactness through this site being an extension to the village outside of the current boundary at Manor Heath. It will also reduce the distance between Copmanthorpe and Askham Bryan College on the opposite side fo the A64 although this impact is considered negligible. The HIA also states that whilst this site will increase the urban extent of the village, it will also have a negligible effect on the identifiable compact nature of Copmanthorpe village itself. In addition, this parcel of land is identified to make a minor contribution to the landscape quality of the village setting and therefore to potentially have a minor impact on the wider open countryside character element but is not designated through the Historic Character and Setting evidence base as being of importance for retaining the setting of the village and contributing to the setting of York’s Greenbelt. It is also acknowledged that the hedges and trees bordering the Roman Road and Manor Heath Road make a valuable contribution to the character of the lanes and setting of the village.</p> <p>The HIA identified there are no strategic views identified into or out of the site. However, rural views for existing buildings immediately surrounding the site will be interrupted and any development will be highly visible from the west /northwest on the approach to Copmanthorpe village.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>within the Heritage Topic Paper.</p>		<p>Landscaping would need to be incorporated within the design of the site, particularly on the northern and western edges, to soften any hard urban edge which would be created. In addition, housing densities should be kept relatively low and aim to match with the existing residential areas within the village.</p> <p>A landscape appraisal undertaken on behalf of the site promoters has informed a preliminary masterplan. Key outcomes of the appraisal include:</p> <ul style="list-style-type: none"> <li>• The vegetation resource includes boundary hedgerows with limited tree cover, which are not covered by statutory or non statutory designations and are therefore considered to be of low sensitivity to change.</li> <li>• The landform slopes gently from the western boundary towards the existing settlement. It is generally consistent with the flat and low-lying nature of the Vale of York.</li> <li>• The visual envelope of the site is restricted to the north by the framework of landform vegetation and built-development that comprises Askham Bryan College. To the east this is limited to the adjoining settlement edge and to the south and west views are across arable land.</li> </ul> <p>The resultant landscape strategy for the site sets out that:</p> <ul style="list-style-type: none"> <li>• Development should build upon the established residential setting and secure an appropriate interface with the existing properties on Manor Heath.</li> <li>• The wooded character of the ridgeline and A64 corridor would be extended across the western boundary to predominately buffer the A64.</li> <li>• Openspace to be located on the western boundary to improve access to the countryside and create a green gateway at the junction of the Ebor Way. The rural setting of the Ebor Way would also be retained by linking with existing development and maintaining its connection with the wider rural setting.</li> <li>• Field boundaries will be retained and reinforced to the south of Ebor Way in a combination with a network of perimeter openspace linking round the settlement and providing an appropriate landscape edge to Copmanthorpe Manor to the South.</li> <li>• The final boundary of the site has also been reduced to the west to minimise the visual effects of the site from the west. This boundary on the masterplan is now anticipated to be fragmented with landscaping penetrating into the development to create a high quality settlement edge that integrates the landscape setting.</li> </ul> <p>On balance, although there are opportunities for minimising harm, the impact on this objective has identified the site will still cause minor harm to this objective due to the scale of potentially change and the uncertainty related to implementation.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Mitigation regarding visibility, particularly to the western edge, should inform ongoing masterplanning of the site.</i></li> <li>• <i>Consideration of views to existing residential properties is included within the masterplanning of the site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>High quality design and urban design is implemented to provide a distinctive place that reflects the existing character of the village. This should be informed by their village design statement.</li> <li>Ensure landscape proposals embody existing green networks and incorporate wider links to the existing settlement, particularly in relation to Ebor Way.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The Contextual Landscape Appraisal has been completed by Golby and Luck on behalf of the site promoters.</li> <li>Preliminary masterplanning has been undertaken by the landowners/developers informed by the Landscape Appraisal.. Masterplanning is ongoing.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to the landscape issues is not likely to be known fully until the planning application stage.</li> </ul>

**Summary**

Objective 1 (housing) has been assessed as a significant positive effect due to the provision of a significant number of new dwellings. Objective 9 (land use) has been recorded as a significant negative effect due to the loss of a greenfield site.

A minor positive effect was determined against objective 4 (jobs) due to the generation of construction jobs, objective 5 (equality) due to expected enhancement of village facilities and provision of affordable housing and objective 13, given its location in a low-risk flood zone. A minor negative effect was recorded for objective 10 (water) as a result of increased pressures on local water resources, objective 11 (waste) due to the overall increase in waste generation and objective 12 given the likely increase in NO2 from traffic projections.

A mixed minor positive and negative effect was recorded for objective 2 (health) due to the inclusion of open space and sports facilities and the long term adverse effects from road noise and against objective 3 (education and training) as a result of the training opportunities during construction and the limited provision of educational facilities for new students. Objective 6 (transport) was also identified as having mixed effects due to the enhancements of walking and cycling facilities along with increased car use, as was objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences. Mixed neutral and minor negative effects were recorded for objectives 14 (cultural heritage) and 15 (landscape) due to the potential impacts on archaeology and rural views.

A neutral effect was recorded against objective 8 (biodiversity) due to the low biodiversity value of the site. There are uncertainties over the number of students from the development and number of jobs generated, the level of congestion, the inclusion of allotments, the amount of waste generated and impacts on air quality.

<b>Key</b>	
<b>Symbol</b>	<b>Likely Effect on the SA Objective</b>
+++	The policy is likely to have a significant positive effect

<b>+</b>	The policy is likely to have a positive effect
<b>0</b>	No significant effect / no clear link
<b>?</b>	Uncertain or insufficient information on which to determine effect
<b>-</b>	The policy is likely to have a negative effect
<b>--</b>	The policy is likely to have a significant negative effect

## ST13: Land at Moor Lane, Copmanthorpe

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The site is expected to deliver up to 125 new dwellings which would help meet the needs of the local population through the delivery of new homes in an area of housing need. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>Due to the scale of the development it is uncertain whether additional local facilities would be included on site.</p> <p>This has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>It is assumed that no retail or community facilities will be included in the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The developer is proposing to include an area of public open space within the development, which enhance access to the outdoors and promote leisure opportunities such as walking. There are no existing cycle routes within 800m of the site so promotion of cycling may be limited.</p> <p>The residential areas adjacent to the development have the potential for short term noise disturbance during the construction period, which could cause negative health effects. In the longer term, health effects from noise are not anticipated. A glazing and ventilation strategy would ensure noise levels in</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	unacceptable risks to health.			<p>the residences are acceptable.</p> <p>Doctors are accessible within 800m of the site.</p> <p>No issues with land contamination have been identified at this stage. Phase 1 and 2 land quality investigations have not encountered significant contamination and remedial measures are not expected to be required.</p> <p>As a result of the above, a mixed minor positive and negative effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Access to cycle and footpaths should be included in the development.</li> <li>• A glazing and ventilation strategy should be in place for the homes.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The scale of opportunities for walking and cycling are uncertain.</li> <li>• The level and type of open space proposed in the development is uncertain.</li> </ul>
3. Improve education, skills development and training for an effective workforce.	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>There is a primary school located within 800m from some parts of the site, and there are no secondary schools within this distance. The extent of additional capacity to accommodate students from the new development would need to be established. A nursery is accessible from the site.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a mixed minor positive and negative effect as a result of the skills development through the construction period and the limited availability of local schools.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local schools would have capacity for additional students from the development.</li> <li>It is assumed that the scale of the development does not warrant the inclusion of a new school.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the development's completion and occupation.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, temporary construction jobs are expected to be generated through the development of the site. If community facilities or shops are included in the development, then there may also be the long term generation of a small number of jobs on the development.</p> <p>There are limited options for low carbon travel into York city centre due to the lack of frequent bus or train services, which will also reduce the flexibility of the workforce on the development.</p> <p>There are no known significant employment opportunities in the close vicinity of the development.</p> <p>Overall this has been assessed as a neutral effect, as the scale of job generation will be limited given the size of the development and there is a lack of workforce flexibility.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> <li>It is uncertain whether local facilities will be included in the development.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site may help address deprivation inequalities through the provision of affordable housing. Based upon the current affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>Local facilities including a supermarket within 400m of the site plus restaurants, newsagents, a library and other local services are also present within the village centre. This provides accessible facilities</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Promote the safety and security for people and/or property.</li> </ul>		<p>for residents on the development. This could be enhanced further through the creation of pedestrian and cycle access to the village.</p> <p>Due to the size of the development new facilities are not expected to be incorporated, however there is the potential for the provision of new services subject to a detailed assessment of the impact on the village centre.</p> <p>Overall this has been assessed as minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Assumed that local services have the capacity to expand for new residents.</i></li> <li><i>Assumed that affordable housing would be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether the development will deliver additional new facilities.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>A non-frequent bus service is available within 400m of the proposed development. There are no frequent bus services, train station, Park and Ride or cycle routes within 800m of the site. Car journeys are therefore expected to increase as a result of the development.</p> <p>The Transport Appraisal notes that cycling within the village is principally on-road and that it is viewed as a safe mode of transport due to the low vehicle flows and traffic management measures in place. Cycling could therefore be promoted for local village journeys and to nearby destinations such as the University campus. Cycle and pedestrian routes should be incorporated within the development to enhance uptake and promote sustainable travel.</p> <p>Despite the overall increase in vehicle use from the site, the Transport Appraisal has assessed the development as generating a limited volume of traffic due to the number of houses involved. Considered along with the nature of the surrounding highway network, the Transport Appraisal identified that this can be accommodated without detriment to existing road users. As such, an increase in congestion is not anticipated as a result of the development.</p> <p>As a result of the limited opportunities for uptake of sustainable transport and the lack of congestion expected from vehicles, this has been assessed as a neutral effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A significantly more frequent bus route and options for sustainable modes of travel should be introduced to promote non-car journeys.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>Further strategic connections for pedestrian and cycle routes should be included to integrate the site into the existing network.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</p> <p>A variety of climate change mitigation measures could be incorporated through design, layout and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The developer intends for all dwellings to achieve Code for Sustainable Homes Level 3 and to achieve a 10% reduction in energy use through a 'fabric first' approach to sustainable design.</p> <p>The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of inclusion of renewable energy sources in the development is uncertain.</li> </ul>

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<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>There are no nationally or internationally designated biodiversity sites on or adjacent to the development area.</p> <p>Development of the greenfield site is expected to result in a loss of areas of biodiversity, albeit of relatively low value due to the ongoing management as agricultural land. The Ecological Appraisal considered the site as unlikely to support any rare or protected species.</p> <p>There is an opportunity for the development to connect with existing green infrastructure corridors and integrate an ecological scheme throughout the site to promote biodiversity on site and connectivity to the wider natural environment. There is existing tree planting across the western boundary that should be retained for connectivity, and could be enhanced through additional planting.</p> <p>Overall this has been assessed as a minor negative effect on this objective due to the loss of habitats and species.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A biodiversity scheme should be implemented to promote connectivity to the natural environment and support biodiversity of site.</i></li> <li><i>Site clearance should either be performed outside of breeding bird season, or should be preceded by a nesting bird survey.</i></li> <li><i>Existing trees at the western boundary of the site should be retained and bat and bird boxes should be incorporated into the development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="text-align: center;">--</p>	<p><b>Likely Significant Effects</b></p> <p>The development would not involve the reuse of previously developed land. It is a greenfield site comprising of classified Grade 2 and 3a arable land. This would result in a significant loss of the best and most versatile agricultural land.</p> <p>Land contamination issues have not been identified for the site at this stage. Phase 1 and 2 land quality investigations have not encountered significant contamination at the site, and as a result remedial measures are not expected to be required.</p> <p>No effects on allotments or mineral resources are anticipated.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>For the above reasons, this has been assessed as having a significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that no further contamination is present on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no notable water bodies within 30m of the site, so negative effects are not expected from construction works or the completed development. The site is not located within a Source Protection Zone.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>resources and quality.</i></p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>• Promote reduction, re-use, recovery and recycling of waste;</li> <li>• Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> <li>• <i>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of waste processed during the construction and any possible remediation is unknown.</i></li> </ul>

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12. Improve air quality.	<ul style="list-style-type: none"> <li>• Reduce all emissions to air from current activities;</li> <li>• Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>• Support the development of city wide low emission infrastructure;</li> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The nearest AQMA is located over 500m from the site boundary so no effects on this area are expected.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. The site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Due to the number of homes on the development and the conditions of the existing road network in addition to cycling options for local journeys, congestion is not anticipated as a result of the development. This means that traffic from the development is not expected to cause a deterioration of local air quality.</p> <p>Overall a minor negative effect is anticipated due to the increase in construction emissions, but this is expected to be modest due to the scale of the development and lack of congestion in the longer term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An air quality assessment would be required to understand the potential impacts and to enable mitigation measures to be put in place.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that the development will adhere to air quality policies in the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</i></li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The proposed development is located in an area identified as being at low risk of flooding. A flood risk assessment will be required in line with policy FR1 of the Local Plan.</p> <p>Some drainage issues have been identified in the Flooding and Drainage Statement, including overflow from the nearest drainage ditch in extreme rainfall events and surcharge from the local drainage system.</p> <p>Sustainable drainage systems (SUDs) should be incorporated into the development to help manage</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>surface water flows and avoid contributing to flood risk. This should be in line with Local Plan policy FR2. The site also must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p>The development has been assessed as having a minor positive effect on flood risk.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</i></li> <li><i>The site should be laid out to provide an opportunity for any flood water to flow away from homes, and lower lying external areas such as road and parking areas should be designed to temporarily flood during extreme events.</i></li> <li><i>Plot levels should be raised at low points within the development and in areas defined as flow paths.</i></li> <li><i>Field drains should be cleared of any debris.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that surface water management features will be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	0	-	<p><b>Likely Significant Effects</b></p> <p>Development of the site would have a destructive impact on any surviving archaeological deposits or landscape features, however the medieval ridge and furrow once present on the site has largely been ploughed out. As such, it is not certain whether there are any notable remaining archaeological features within the development area.</p> <p>Poor architectural design would be detrimental to the generally high quality of buildings and craftsmanship in York. Poorly designed housing would have a detrimental impact on the architecture of Copmanthorpe and York in general. Inappropriately tall buildings would also have a detrimental impact upon existing surrounding properties.</p> <p>As a result, this has been assessed as a neutral effect with the potential for a minor negative effect if archaeology of interest was identified.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>It is important for the design to enhance particular elements of the strong urban form characteristic.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Further information is required on the proposed architectural design.</li> <li>Further archaeological analysis and mitigation is required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether significant archaeology is still present on site.</li> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>The site does not significantly contribute to the open countryside surrounding York or to the village setting of Copmanthorpe. With the exception of a small loss of land, there would be a negligible effect on the rural edge setting in this area.</p> <p>Development of this site would not have a significantly detrimental impact on the open country side character of the area. It will slightly increase the distance between Copmanthorpe and the countryside to the south-west but the village has already been impacted upon by residential growth throughout the 20th century.</p> <p>Views from the site are generally local and rural in nature. Higher ground to the north of the site limits views towards York and screens the development from views from the city.</p> <p>Overall this has been assessed as a neutral effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A low level of mitigation is expected.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>A significant positive effect was recorded against objective 1 (housing) as a result of the significant number of new houses that will be constructed in an area of need. Objective 9 (land use) was assessed as a significant negative effect due to the loss of greenfield land.</p> <p>A minor positive effect was recorded against objective 5 (equality) as a result of the inclusion of affordable housing and good access to local services and objective 13 (flooding) due to the anticipated uptake of sustainable drainage systems. Objective 8 (biodiversity) was assessed as a minor negative effect due to the loss of habitat from development on greenfield land, as was objective 10 (water) due to potential detrimental impacts on local water quality from increased consumption and objective 11 (waste) as a result of the increase in waste generation. A minor negative effect was also recorded against objective 12 (air quality) due to the increase in construction emissions.</p> <p>A mixed minor positive effect was recorded for objective 2 (health) due to the improved access to open space and the potential for short term noise disturbance during construction and objective 3 (education and training) due to the enhancement of trade skills and the limited access to educational facilities, and objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions. A neutral effect with the potential for a minor negative effect was recorded against 14 (cultural heritage) due to the lack of impact on heritage assets and setting, and the expectation that archaeological features on site have already been destroyed. Should any features still be present, a minor negative effect may arise.</p> <p>Objective 4 (jobs) was assessed as a neutral effect due to the limited generation of jobs and access to employment opportunities. A neutral effect was also recorded against objective 6 (transport) as the development is not expected to generate congestion and has limited opportunity for sustainable travel, and against objective 15 (landscape) as no effects are anticipated.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development, and the presence or condition of any archaeological remains.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST14: Clifton Gate

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>This extension is forecast to provide 2,800 dwellings representing 16% of the total requirement over the plan period and population of circa.12,000 people. This is a significant development within the city and will provide a new village community that can meet a multiplicity of needs. 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. In line with the Affordable Housing Policy (H9), this site should provide some 980 affordable homes. This will help to ensure that mixed needs are accommodated on this significant site.</p> <p>In order to meet the needs of the new resident's local facilities and services will need to be provided commensurate to the scale of population to ensure that adequate provision is locally available. Given the size of the site and likely population, at least one local centre and appropriate space for neighbourhood parades should be provided to ensure that the new residents have local access to facilities and undue pressure is not put on existing facilities elsewhere in the long-term. The masterplanning should ensure that facilities and housing development are phased together to minimise residents need to travel for convenience items, particularly in the short-term.</p> <p>Preliminary masterplanning indicates that new community facilities, including two primary schools and a mixed village centre will be provided. The emerging masterplan also states that the development will:</p> <ul style="list-style-type: none"> <li>(i) Create a people friendly environment which promotes opportunities for social and community interaction and provides a range of housing with different form, size and tenure;</li> <li>(ii) Ensure that social infrastructure requirements of the new community are met through provision of facilities and services in a planned and phased manner, and which complements and integrates with existing facilities.</li> </ul> <p>This site is exceptionally important to meeting overall housing need and would make a significantly positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for throughout the development of the village.</i></li> <li>• <i>In order to maximise the ability of the site to meet the needs of York, the housing mix and type should reflect the current Strategic Housing Market Assessment.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the preliminary work undertaken by the landowner/viability assumptions undertaken as part of the Local Plan.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The final number of homes and housing and mix developed on this site will be subject to masterplanning and an associated planning application.</li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to open space / multi-functional open space;</li> <li>Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p><b>+</b> <b>-</b></p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites will be subject to policies with the Local Plan regarding the provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The site is currently within agricultural use and therefore does not have formally designated open space. Cliftongate will be required to include open space for a range of recreational purposes which should have a positive benefit on the health and well-being of residents. The scale of this provision will need to be commensurate to the new population and be accessible for all within an appropriate distance to maximise benefits associated with its provision. It should form part of a site-wide green infrastructure strategy to maximise synergistic benefits of connected space. There is access to pedestrian rights of way, particularly to the southeast of the site, which should be incorporated, and where possible enhanced, through any development. Further formal open space should be phased into development to ensure that people have access to open space during the course of the development. Preliminary masterplanning documents show that the inclusion of amenity, open space, sports facilities and semi-natural open space on the site.</p> <p>The scale of the site would generate new facilities commensurate with its size and population which should include a local centre providing local provision for health such as doctors and dentists. This provision should have a positive impact for caring for the health of the population. The location of these facilities on site should be within close proximity of the residents to maximise accessibility.</p> <p>There may be new risks for exposure to poor air quality and noise should the development be adjacent to the A1237. Full Air quality and noise assessments would be required to ensure an appropriate buffer is designed into the masterplan to the southern end of the site to ensure that impacts on peoples health and well-being are minimised. The preliminary masterplanning work has included a minimum distance of 65m, but this will be reviewed, following detailed noise survey data. In addition, or as an alternative to this, the installation of a noise barrier in the form of an earth bund between the road and the residential developments could be considered to reduce noise levels at the proposed residential developments. This would need to be high enough to block the direct line of site from the roadside to the upstairs bedroom windows of the residential properties. Furthermore, the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions. A full air quality assessment will be required to fully understand the likely impacts of the development.</p> <p>Development at this location would be potentially in very close proximity to the A1237 ring-road. Ensuring that this can be crossed and accessed safely needs to be considered as part of any scheme.</p> <p>There is likely to be impacts for the duration of the construction period, although this is anticipated to be minor given that this is a new settlement is across the road from the majority of existing residential or employment areas. Any impact is likely to be commensurate with the proximity/location of the development on site. There will be, however, increased trips and noise connected with HGVs and construction vehicles, which may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%; background-color: #90EE90;"></div> <div style="width: 45%; background-color: #FFD700;"></div> </div>	<p>the implementation phasing and construction methods.</p> <p>On balance, this objective has been identified as having potentially positive and negative impacts subject to more detailed masterplanning and resolution of any air quality and noise issues.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be set back from the A1237 to minimise adverse impacts in relation to noise and air quality.</i></li> <li>• <i>Sustainable travel behaviour should be encourage to minimise emissions as a result of increase vehicle use.</i></li> <li>• <i>Full air quality and noise impact assessments are required.</i></li> <li>• <i>Development of facilities and open space need to be undertaken throughout the phasing of the site to ensure adequate provision for new residents. Any facilities provided should be within close proximity to ensure accessibility for all.</i></li> <li>• <i>The green infrastructure strategy for the site should incorporate and link open space across the site with existing PRoW.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary investigations referred to in this appraisal (Noise survey, Ground conditions survey, air quality data analysis) have been carried out by the landowner.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning</i></li> <li>• <i>The level and type of open space, whilst indicated in a preliminary masterplan, is still subject to masterplanning</i></li> <li>• <i>The level of noise and air quality issues as a result of occupation of the site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></p> <p>There is currently no provision for secondary education within close proximity of this site and only a primary school partly within 800m. The site will be subject to policies set out within the Local Plan requiring educational provision. It is important that the anticipated requirement arising from this site for education is ascertained in advance to allow sufficient educational establishments to be incorporated onto the site and avoid increased pressure on existing facilities, particularly in medium to long term as the population of the village increases. Schools should be planned and phased alongside the residential development to ensure facilities are accessible to new residents through the course of the development. Given the anticipated number of new households that this site would generate, it is likely to require new primary schools as well as secondary school provision. Preliminary masterplanning has identified two primary's within the new village. Determining capacity of these schools is likely to be alongside further masterplanning and phasing.</p> <p>There would be construction and associated trade jobs required for the duration of construction works. This would have positive impacts in the short- medium term for employment opportunities. The level of training and skills development in associated industries would be dependent upon employment practices in the companies that construct the development. In addition, facilities and services provided on the site will provide a number of employment opportunities in the medium to long term which could also provide local training opportunities.</p> <p>Currently, the effects of this are assessed as potentially positive but with a negative assessment regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Adequate provision for educational needs should be planned into the development and phased alongside residential development to ensure that this is accessible to the new residents during the course of development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary masterplanning has been undertaken by landowners/developers of the site assuming adequate provision of 3 primary and 1 secondary.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of pupils and their educational needs will only be fully determined upon further masterplanning/the developments completion and occupation.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p style="text-align: center;"><b>+</b></p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site is likely to create a new population of circa 6,000 in the long-term. This population will deliver a workforce to support long-term employment growth within the city. The location of Clifton Gate may have particular benefits for supporting jobs and industry located at Clifton Moor and York Business Park due to its close proximity.</p> <p>Whilst employment is not the key land use for this site, the scale of the development will require a local centre offering services and facilities, which would provide opportunities for a small numbers of local jobs. There would be construction and associated trade jobs required for the duration of construction works. This would have positive impacts in the short- medium term for employment opportunities. The level of training and skills development in associated industries would be dependent upon market forces.</p> <p>Overall, the opportunities presented by the site are likely to have positive benefits for the economy.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Ensure that any planned leisure is of a local scale to avoid it becoming a competing destination to established citywide facilities and locations.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary masterplanning has been undertaken by landowners/developers of the site assuming provision of local facilities and leisure opportunities.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will depend upon the works on-site.</i></li> <li>• <i>The scale of additional employment opportunities on the site will require further masterplanning and viability analysis of the local centre.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce</li> </ul>	<p style="text-align: center;"><b>++</b></p>	<p><b>Likely Significant Effects</b></p> <p>This is a new settlement location which will help decrease overall housing deprivation within the city by contributing a significant contribution towards the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution in the medium to long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</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 new population and to ensure that local needs are met without needing to travel. Currently Clifton Moor (circa 250m min to the south across the ring-road) offers larger scale convenience and comparison goods shopping. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on these facilities, particularly smaller scale facilities, and to ensure access in the site is within a 5- 10 minute walk. Preliminary masterplanning has included for local services and facilities within the centre of the site.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>homelessness;</p> <ul style="list-style-type: none"> <li>Promote the safety and security for people and/or property.</li> </ul>		<p>Establishing the facilities required would be through ongoing masterplanning.</p> <p>Key to the sites success in meeting this objective will be accessibility improvement and the provision of sustainable transport routes to enable access for all. The size of the population should include for a frequent bus route to maximise connectivity as well as cycle paths and pedestrian linkages as far as practical. Preliminary masterplanning has planned into the scheme proposed new bus routes which could link through to Clifton Moor to enable accessibility.</p> <p>Overall, this site has been assessed as having a significant positive impact in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The level of facilities and services is commensurate to the scale of population.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Preliminary viability and masterplanning has assumed a level of local facilities on the site.</i></li> <li><i>The affordable housing ratio is as per the Publication (Submission) Local Plan and is viable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The services and facilities provided on the site will be subject to masterplanning and occupation following development.</i></li> <li><i>The apportioned level and mix of affordable housing.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	+ -	<p><b>Likely Significant Effects</b></p> <p>This is new settlement extension would require significant infrastructure to ensure it promotes sustainable travel behaviour and has good connectivity to the rest of York. This site would be subject to policies in the Local Plan relating to infrastructure requirements to ensure this is sufficiently provided.</p> <p>Given that this is a new extension to York, it will be important to establish a transport network which promotes sustainable travel behaviour across the development as well as into the city. Currently, there is access to pedestrian rights of way, particularly to the west of the site, which should be linked to, and where possible enhanced, through any development. Achieving this will need to be through a network of attractive and safe routes across the site linking to the existing network, where possible. Extension of the bus route from existing routes from Clifton Moor is being explored through preliminary transport planning, which would help to link any new development to the city centre. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour. This should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>It is inevitable that there will need to be vehicular access and connectivity to and from the site. Primary access to the settlement for vehicles is proposed to and from new exits from existing junctions on the A1237. The Transport implications Paper (2013) indicates that the ring-road</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: #90EE90; width: 100%; height: 100%;"></div>	<p>(A1237) in this location is at capacity. Increase in car use and accessibility onto the A1237 would exacerbate congestion in the area, particularly at peak times around this section of the ring-road. It is recognised that minimising the use of vehicles from this location would be the key mitigation measure. The preliminary masterplan states that a key aim will be to encourage this sustainable travel behaviour alongside the implementation of connected pedestrian and cycle routes, which are under investigation. A particular emphasis will be to try and capture trips to and from the city centre as a key destination to mitigate the effects as far as possible. Whilst reducing the impact of congestion in the long-term is positive, it may also prove attractive for encouraging the use of the car, which would be negative for discouraging the use of the car. The scale to which this occurs will depend on the implementation and uptake of sustainable travel modes. Currently, a full Transport Strategy is under preparation by the landowners/Developers in conjunction with the Highways Agency and the City of York Council.</p> <p>There may be some short-term impacts on the A1237 through the construction of new junctions for accessing the settlement. The scale of this is unknown as it would depend on the magnitude of infrastructure improvements undertaken.</p> <p>The site will need to provide local facilities on site, which should have a positive influence in minimising trip generation in relation to convenience goods and services. This would need to be connected to the proposed transport infrastructure on site to maximise the use of non-car modes of travel to move short distances. The site may also provide areas for employment which, should they be successfully connected could also help to reduce the need to travel. Local provision and employment opportunities are likely to have an indirect positive impact depending on the implementation of appropriate infrastructure.</p> <p>On balance, this development is assessed as likely to have positive and negative impacts on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The impacts from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> <li>• <i>A full access and movement strategy is developed to maximise connectivity to York via sustainable travel modes and behaviour. This should be agreed between relevant bodies, including the Highways Agency and CYC.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The Transport Implications evidence base (2013) remains valid.</i></li> <li>• <i>The infrastructure required for the settlement would be viable</i></li> <li>• <i>The preliminary transport assessment has been undertaken by developers/landowners with input from external bodies. Advice on this remains valid.</i></li> <li>• <i>The infrastructure required for the settlement would be viable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of congestion as a result of this development and as a result of its occupation.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>• <i>The behaviour of future occupiers and their travel needs.</i></li> <li>• <i>The phasing and timescales for the appropriate infrastructure provision.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of local facilities and services and open space, the scale and location of which is currently uncertain, although preliminary masterplanning places facilities at the centre of the settlement and open space to the edges. However, the provision of some 2,800 homes will lead to an increase the number of private cars within the City. There is the potential for the increase in vehicles to lead to an increase vehicle movements. Increase in car use and accessibility onto the A1237 would exacerbate congestion in the area, particularly at peak times around this section of the ring-road (The Transport implications Paper (2013)).</p> <p>The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. A preliminary sustainability strategy for site states that the priority for buildings will include <i>Passivehaus</i> principles and the following priorities: Energy Conservation - changing wasteful behaviour for reduce demand; Energy Efficiency - careful detailing and the use of technology to reduce energy losses; Use Renewable Energy; Use non-renewable Low Carbon Energy; and Use conventional resources as we do now. The implementation of this would be positive in the long-term for mitigating effects against climate change as a result of this development.</p> <p>The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar and solar thermal technologies and medium potential for wind power, biomass, heat pumps and district heating. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning ad implementation of building regulations. However, overall there is an</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p>Overall, there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> <li><i>The package of mitigation measures to be incorporated into the scheme relies on further masterplanning.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and</li> </ul>	-	?	<p><b>Likely Significant Effects</b></p> <p>This site would need to incorporate and consider green infrastructure as set out by policies within the Local Plan, relating to their creation, preservation and enhancement.</p> <p>The site is predominantly arable farmland interspersed hedgerows. Within the boundary of the site there are no statutory nature conservation designations. However, it does include a Site Local Interest (SLI): Clifton Airfield. This is recognised as an SLI due to its interest features of Hawthorn scrub, plantation, rank and moderately species rich grassland. Specifically, there is invertebrate interest and reptile potential on this SLI.</p> <p>An Extended Phase 1 Habitat survey of the entire site, together with all of the potential safeguarded land (to the north), has been completed by the site promoters. The survey included land to the west of the site, up to the public footpath than runs from Brecksfields (north) to the A1237 (south), as well as additional land to the east, between the allocation site and the B1363 Wigginton Road where access roads may need to be located. A desk study has also been completed, together a badger survey and winterbird surveys. This has revealed that there are areas of woodland and some buildings which have potential for bat roosting although bat foraging habitat across the site is considered to be low to medium. There are also a number of identified badger setts within the site. Furthermore there is potential for breeding birds across the site, including barn owls, within the hedges tress, scrub and woodland. A number of ponds have also been identified on or within 250m of the site</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>the natural environment;</p> <ul style="list-style-type: none"> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p style="text-align: center;">-</p>	<p>giving rise to the potential for great crested newts.</p> <p>In order to understand the extent of the ecological interest on the site, further studies are required to ensure appropriate identification and mitigation can be implemented. The ecological interest features currently known are not considered to present a serious constraint to development on the site but consideration of these should be considered through any masterplanning process. Additional protected species surveys by the site promoters are underway, including for breeding birds, barn owls, bats, water voles, otters and invertebrates, in order to fully inform the masterplanning of the site.</p> <p>The site will need to incorporate various types of green infrastructure and open space. Currently the masterplan includes semi-natural open space which would be positive for enabling opportunities for the public to access the natural environment. Any accessible open space should not compromise the integrity of any biodiversity interests which are identified through additional studies currently under preparation.</p> <p>The site does connect with a local green infrastructure corridors. There is an opportunity to integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment.</p> <p>On balance, the effects of this site are currently unknown as further information is required to determine the required mitigation in relation to ecological interest features. Given that the site also contains an SLI, a precautionary negative effect is also stated.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Ecological studies to be completed to enable further understanding of the sites ecological interest features.</i></li> <li><i>Phasing of development should prioritise locations away from any areas identified to have high ecological interest to minimise disturbance and allow any ecological enhancement to establish.</i></li> <li><i>A full Green Infrastructure Plan for the development should be developed, incorporating open space and a biodiversity management plan.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Preliminary evidence bases referred to have been prepared by Baker Consultants on behalf of the landowners/developers. A programme of further studies has been agreed with CYC ecologists.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The results of ecological studies currently under preparation and their requirements for mitigation.</i></li> <li><i>The implementation timescale of mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land</li> </ul>	<p style="text-align: center;">--</p>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 3 agricultural land, which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area and would therefore have a negative impact on this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
quality.	and remediate any existing contamination; <ul style="list-style-type: none"> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>		<p>Given that this site is adjacent to a former airfield, ground conditions and contamination need to be explored. It is not considered to be a high risk contaminated site however.</p> <p>As part of the development of the site there will be a need to incorporate a variety of open space, including allotments. This would have a positive impact on this objective in the medium to long-term, subject to further masterplanning and implementation.</p> <p>On balance this site is scored significantly negative due to it being a greenfield site and in an area of predominantly high grade agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A full ground conditions survey will be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The former airfield use to the southern end may have implications for ground conditions/contamination.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The implementation and scale of allotments provision is currently uncertain.</i></li> </ul>
10. Improve water efficiency and quality.	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</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 also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Yorkshire Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
11. Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>This site will be subject to policies within the plan relating to air quality and the implementation of low emissions technologies as well as sustainable transport which should help to minimise vehicle use.</p> <p>The additional congestion as a result of the development and the close proximity to the A1237 outer ring road has the potential for poor air quality with negative impacts on the health of future occupants.</p> <p>In order to mitigate adverse impacts on peoples' health, the development should be set back from the A1237 and locate appropriate uses in proximity of the areas which may be subject to poorer air quality. Preliminary masterplanning has set this back from the A1237 by 60m. A full air</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>fuels);</p> <ul style="list-style-type: none"> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>quality assessment will be required to fully understand the likely impacts of the development. In addition the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions.</p> <p>There are no AQMAs within proximity of this site and no immediate AQ issues although there is potential for knock on traffic implications elsewhere in the city. To minimise these effects, it will be necessary for the new services and facilities to be located on the site as well as sustainable routes to encourage non-use of the car. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour and the consequential impact on air quality. The infrastructure should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>There are likely to be emissions relating to construction due to increased trips connected with HGVs and construction vehicles for the duration of the development. Given the scale of the site, this may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. Despite opportunities for sustainable travel, car use is expected to increase.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Development should be set back from the A1237 to minimise adverse impacts in relation to air quality.</i></li> <li><i>Sustainable travel behaviour should be encouraged to minimise emissions as a result of increase vehicle use.</i></li> <li><i>Full air quality impact assessment is required.</i></li> <li><i>The site should develop a low emission strategy in line with other policies in the Plan.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Locating development close to the A1237 could have adverse effects on peoples health.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of air quality issues as a result of occupation of the site.</i></li> <li><i>Masterplanning of the site and the potential exposure of residents to new sources of poor air quality.</i></li> <li><i>The scale of additional vehicle emissions and uptake of sustainable transport is not certain</i></li> </ul>

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<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>This site is not located within an area of high flood risk. The site is within flood zone 1 and therefore at limited risk from fluvial flooding.</p> <p>There are existing drains that run near to the Eastern and Western boundaries of the development site. These drains fall under the jurisdiction of the Internal Drainage Board, and are likely to receive runoff from field drains and from any surface flows in heavy rainfall events. Further investigation is required through a Flood Risk Assessment to understand the implications of this on the masterplan.</p> <p>This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose open space to minimise further flood risk as a result of any development.</p> <p>A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>This has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs. Surface water run-off rates should be based on 1.4 l/sec/ha (in accordance with the SFRA).</i></li> <li>• <i>A full Flood Risk Assessment (FRA) is required to understand more fully the impacts relating to masterplanning on the site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale and location of SUDs will be determined through more detailed masterplanning.</i></li> <li>• <i>The effect of occupation of the site on long-term flood risk.</i></li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The site contains known archaeological deposits on the site dating from the Iron Age – post-medieval period including an Iron Age and Romano-British settlement. Further evidence for prehistoric and Romano-British settlement is also known on land to the east and west of this site. It is identified to contain high quantity of legible non designated landscape features exist across the site including medieval ridge and furrow, post-medieval field boundaries, historic plantations and balancing ponds.</p> <p>A desk-based archaeological assessment has been completed by the site promoters. This identifies that there are no designated cultural heritage assets on the site. It has identified however, that the primary interest concerns prehistoric and modern activity. Excavations in 1996 identified regionally significant complex of prehistoric settlement activity that was demonstrated to go beyond the site area. Magnetometry surveys have</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>character and setting of the historic city as identified in the Heritage Topic Paper.</p>		<p>been undertaken on 50% of the site area which have revealed isolated features but little else due to the unfavourable nature of the underlying geology. Further intrusive archaeological investigations are required to fully establish the potential on this site, for which a programme of works has been agreed in discussion with City of York Council.</p> <p>The Heritage Impact Assessment (HIA) has identified that there may be harm caused to York's compactness given that development would be outside the confines of the ring-road and Clifton Moor in this location is built to the road edge. In addition, there was some concern that it would also erode the rural village setting of Skelton. Evidence base has been amended to include the areas around Skelton within the Historic Character and Setting to prevent coalescence to the south and east. Any development in this location is also considered to potentially have minor impacts on the views from the ring-road towards the rural landscape as well as from Wigginton Road from the east and the PRoW from the west. It is acknowledged however, that the landscape/setting in this location from the ring-road has been compromised by the retail park development to the south. Concerns are raised that this may create an 'urban corridor' on the edge of the city should the boundary not be set back from the road. Further analysis regarding views afforded from the site is required. Masterplanning of the proposed area would need to ensure that carefully designed buffering and landscaping to the outer edges are included, particularly to the southern and western edges. To mitigate this, it is proposed that the development is moved away from the ring-road to enable a separate settlement to be created and that lower density development is built in these locations.</p> <p>Preliminary masterplanning for the site has buffered the ring-road to provide separation to the existing built development to the south. In addition, landscaping to the eastern edge is designed to help minimise adverse effects to the sensitive western boundary of the site and density is planned to be lower on the edge of the development.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>This issue is acknowledged in the additional HIA undertaken by the developers/landowners, which acknowledged that the design, layout and quality of the new settlement would dictate the degree to which it would be considered to enhance or detract from architectural character.</p> <p>The scale of impact on the historic environment will be determined through masterplanning. The HIA identified that the proposed development would result in development outside of the ring road with a resultant effect on the compactness of York. Furthermore development and archaeological investigation of the site would have a destructive impact on any surviving remains or landscape features.</p> <p>On balance however, it is considered that this site may cause minor harm to the historic character and setting of York.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be located away/buffered towards Skelton to mitigate coalescence and views across the rural landscape</i></li> <li>• <i>In order to reduce the impact of this site from the A1237 there should be significant buffering to the southern boundary of the site with</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>appropriate landscaping to retain a rural feel outside of the ring-road.</i></p> <ul style="list-style-type: none"> <li><i>Full archaeological surveys are completed and, where applicable, inform the masterplan to ensure the integrity of the deposits.</i></li> <li><i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li><i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating an independent identity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</i></li> <li><i>A programme of archaeological investigations are undertaken as part of the allocation process as agreed by City of York Council.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</i></li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	<p>- - -</p>	<p><b>Likely Significant Effects</b></p> <p>This site is located outside of the ring-road within the northwest quadrant of York.</p> <p>The Heritage Impact Assessment (HIA) has identified that there may be minor harm caused to York's compactness through development of a site outside of the ring-road, although it is acknowledged that the ring-road causes separation to the main urban area and creates this as a separate settlement. The HIA has also identified that this area contributes the rural setting of the city. The loss of greenspace to development in this location may adversely affect the image of the city in a rural setting by development encroaching up to the ring-road. The boundary of the site also extends towards Skelton and northwards reducing the boundary between the existing village and the new settlement, which detracts from its standalone status. The HIA has therefore concluded that it has potential to cause a minor harm/harm in terms of landscape and setting. In order to mitigate for both the setting of York and compactness, the site will need to include carefully designed landscaping and buffering to its outer edges, particularly the northern boundary adjacent to the ring-road where development needs to be set back and appropriately screened. In addition, the severity of visual impact will relate to the mass and density of development in view. Low density buildings should be placed on the rural edges to help soften the urban character of any new development.</p> <p>The HIA identified that rural views across the site from Skelton, the ring-road and Wigginton Road may be adversely affected from development. Of particular concern are views from Skelton and the ring-road which may be obscured through from development. Masterplanning of the site.</p> <p>The HIA has also identified that the proposed development will have an effect on the relationship of the historic city of York to the surrounding villages by reducing the distance between the villages of Haxby and Skelton, outlying farms and the urban fringes of York. Preliminary landscape assessments have been undertaken to inform the masterplanning of the site. This has identified that :</p> <ul style="list-style-type: none"> <li>The site benefits from a landscape setting with a network of well-formed existing hedgerows. These have remained unchanged since at</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: yellow; width: 100%; height: 100%;"></div> <div style="background-color: red; width: 100%; height: 100%;"></div>	<p>least 1853 and define the historic field boundaries. The hedgerows are distributed throughout the site in an east-west grid pattern. They play a key role in the historic landscape grain of the site and are key corridors suitable for bio-diversity/wildlife.</p> <ul style="list-style-type: none"> <li>• There are existing landscape assets on site, including woodland, trees, hedgerows, watercourses, drainage ditches and ponds.</li> <li>• Mature woodland and tree plantations exist within and immediately adjacent to the site and form landscape and visual buffers, thus restricting long distance views across the site.</li> <li>• The site is set back from the arterial routes which exist to the east and west of the site, separated by buffers of open countryside. The visual impact of the development will be mitigated by prominent landscape features which screen the site from major roads and the green corridors of the River Ouse and Bootham Stray beyond. To the east of the site, mature woodland of the Moor and Nova Scotia Plantations acts as an effective visual barrier, allowing only glimpsed distant views into the heart of the site. To the west, mature hedgerows and trees species minimise potential visual impact.</li> <li>• The site's southern boundary is defined by mature woodland of the Poplar Plantation and mature hedgerows, providing a visual barrier from the adjacent Outer Ring Road. Visual separation provided by existing and proposed landscape will minimise negative impact of the development on surrounding receptors whilst reinforcing a village character for the new development.</li> </ul> <p>Consequently, the emerging masterplan has retained and incorporated landscape assets identified and the landscape character is planned to vary across the site to respond to these. It has buffered the ring-road with open space to minimise an urban corridor effect between any new development and Clifton Moor as well as incorporating landscaping on the western boundary to mitigate effects to Skelton. Green Infrastructure is being planned to provide long range views into and across the site to help reinforce village character. This mitigation has the potential to reduce negative effects of this site on the landscape.</p> <p>On balance, although there are opportunities for minimising harm, the assessment has identified the site will still cause minor to significant harm to this objective due to the scale of potential change but is subject to the mitigation implemented and the uncertainty related to implementation which may help to reduce harm.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be located away/buffered towards Skelton to mitigate coalescence and views across the rural landscape</i></li> <li>• <i>In order to reduce the impact of this site from the A1237 there should be significant buffering to the southern boundary of the site with appropriate landscaping to retain a rural feel outside of the ring-road.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the masterplan to ensure the integrity of the deposits.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating an independent identity.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		Effect	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The preliminary Landscape Appraisal has been completed on behalf of the Landowners/developers.</li> <li>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</li> </ul>
<p><b>Summary</b></p> <p>Significant positive effects have been identified for objective 1 (housing) as a result of the significant number of new dwellings and new community facilities on the proposed development and objective 5 (equality) due to the incorporation of affordable housing and accessibility of the new local centre. A significant negative effect was recorded against objective 9 (land use) due to the loss of a greenfield site.</p> <p>A minor positive effect was recorded for objective 4 (jobs) due to the support for construction jobs and longer term opportunities in the new local centre and objective 13 (flooding) due to the low flood risk on site and anticipated incorporation of sustainable drainage. A minor negative effect was identified for objective 10 (water) as a result of increased pressures on local water resources, objective 11 (waste) due to the overall increase in waste generation, and objective 12 (air quality) due to the potential for increased congestion and deterioration of local air quality. Objective 14 (cultural heritage) was also assessed as minor negative effects due to potential impacts on archaeological features, rural setting, compactness and views.</p> <p>A mixed minor positive and negative effect was determined against objective 2 (health) due to the provision of recreational open space and risks from noise exposure and poor air quality and objective 3 (education and training) as a result of the lack of secondary school provision and enhancement of trade skills. Objective 6 (transport) was also assessed as a mixed minor positive and negative effect due to the promotion of sustainable travel behaviour in addition to the overall increase in car use and congestion on the ring road. Objective 7 (climate change) was assessed as a mixed minor effect due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences. Objective 15 (Landscape) was also assessed as mixed minor and significant negative effects due to potential impacts on the rural setting, compactness and views, subject to the implementation of mitigation measure's .</p> <p>A mixed minor negative and uncertain effect was recorded for objective 8 (biodiversity) due to the presence of a SLI and uncertain impacts on ecological interest features.</p> <p>There are uncertainties over the number of students from the development and number of jobs generated, the level of congestion, effects on biodiversity and the amount of waste generated.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect

-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST15: Whinthorpe

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed new settlement 'Whinthorpe' is forecast to provide 4,680 dwellings during the plan period (5,580 in total) representing 26.8% of the total requirement over the plan period and a population of circa.12,000 people. This is a significant development within the city and will provide a new village community that can meet a multiplicity of needs. 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. In line with the Affordable Housing Policy (H9), this site should provide around 1600 affordable homes. This will help to ensure that mixed needs are accommodated on this significant site.</p> <p>In order to meet the needs of the new resident's local facilities and services will need to be provided commensurate to the scale of population to ensure that adequate provision is locally available. Given the size of the site and likely population, at least one local centre and appropriate space for neighbourhood parades should be provided to ensure that the new residents have local access to facilities and undue pressure is not put on existing facilities elsewhere in the long-term. The masterplanning should ensure that facilities and housing development are phased together to minimise residents need to travel for convenience items, particularly in the short-term.</p> <p>Preliminary masterplanning includes for 2 local centres.</p> <p>This site is exceptionally important to meeting overall housing need and would make a significantly positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for throughout the development of the village.</i></li> <li>• <i>In order to maximise the ability of the site to meet the needs of York, the housing mix and type should reflect the current Strategic Housing Market Assessment.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the preliminary work undertaken by the landowner/viability assumptions undertaken as part of the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing and mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>

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<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to open space / multi-functional open space;</li> <li>Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	+	-	<p>The development of sites will be subject to policies with the Local Plan regarding the provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The site is currently within agricultural use and therefore does not have formally designated open space. Whinthorpe will be required to include open space for a range of recreational purposes which should have a positive benefit on the health and well-being of residents. The scale of this provision will need to be commensurate to the new population and be accessible for all within an appropriate distance to maximise benefits associated with its provision. It should form part of a site-wide green infrastructure strategy to maximise synergistic benefits of connected space. There is access to pedestrian rights of way, particularly to the southeast of the site, which should be incorporated, and where possible enhanced, through any development. Further formal open space should be phased into development to ensure that people have access to open space during the course of the development. Preliminary masterplanning documents show that the inclusion of amenity, open space, sports facilities, allotments and a park are being considered on the site.</p> <p>The scale of the site would generate new facilities commensurate with its size and population which should include a local centre providing local provision for health such as doctors and dentists. This provision should have a positive impact for caring for the health of the population. The location of these facilities on site should be within close proximity of the residents to maximise accessibility.</p> <p>Preliminary investigations of the ground conditions of this site indicate that it is unlikely to have significant issues in relation to ground contamination. Full investigations will need to be undertaken but this is positive for ensuring that land does not pose a risk to human health.</p> <p>There may be new risks for exposure to poor air quality should the development be adjacent to the A64. Preliminary analysis of available data indicates that the background air quality across the site is likely to be within objective levels. However, this may change in accordance with the occupation of the site should there be an increase in traffic and if not mitigated, could have potentially adverse impacts in the long-term. In order to mitigate adverse impacts on peoples' health, the development should be set back from the A64 and locate appropriate uses in proximity of the areas which may be subject to poorer air quality. In addition the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions. A full air quality assessment will be required to fully understand the likely impacts of the development.</p> <p>Similarly the noise at the northern end of the site which is adjacent to the A64 may have adverse effects should residential dwellings be sited within close proximity. There has also previously been noise disturbance from uses at Elvington Airfield to the south. Preliminary noise investigations indicate that the noise climate is dominated by traffic noise from the A64, which decreases with distance. Several mitigation measures will be required to minimise any new receptors and to ensure it does not impact on residents health and well-being. A full noise impact assessment will be required to fully understand the potential impacts of noise from the development.</p> <p>There is likely to be impacts for the duration of the construction period, although this is anticipated to be minor given that this is a new settlement away from existing residential or employment areas. Any impact is likely to be commensurate with the proximity/location of the development on site. There will be however, increased trips and noise connected with HGVs and construction vehicles, which may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, this objective has been identified as having potentially positive and negative impacts subject to more detailed masterplanning and</p>

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		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%; background-color: #90EE90; height: 100%;"></div> <div style="width: 5%; background-color: #FFD700; height: 100%;"></div> </div>	<p>resolution of any air quality and noise issues.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be set back from the A64 to minimise adverse impacts in relation to noise and air quality.</i></li> <li>• <i>Sustainable travel behaviour should be encourage to minimise emissions as a result of increase vehicle use.</i></li> <li>• <i>Full air quality and noise impact assessments are required.</i></li> <li>• <i>Development of facilities and open space need to be undertaken throughout the phasing of the site to ensure adequate provision for new residents. Any facilities provided should be within close proximity to ensure accessibility for all.</i></li> <li>• <i>The green infrastructure strategy for the site should incorporate and link open space across the site with existing PRoW.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary investigations referred to in this appraisal (Noise survey, Ground conditions survey, air quality data analysis) have been carried out by the landowner.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning</i></li> <li>• <i>The level and type of open space, whilst indicated in a preliminary masterplan, is still subject to masterplanning</i></li> <li>• <i>The level of noise and air quality issues as a result of occupation of the site.</i></li> </ul>

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<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></p> <p>There is currently no provision for primary or secondary within close proximity of this site. It will be subject to policies set out within the Local Plan requiring educational provision. It is important that the anticipated requirement arising from this site for education is ascertained in advance to allow sufficient educational establishments to be incorporated onto the site and avoid increased pressure on existing facilities, particularly in medium to long term as the population of the village increases. Schools should be planned and phased alongside the residential development to ensure facilities are accessible to new residents through the course of the development. Given the anticipated number of new households that this site would generate, it is likely to require new primary schools as well as secondary school provision. Preliminary masterplanning has identified three primary and one secondary school within the new village. Determining capacity of these schools is likely to be alongside further masterplanning and phasing.</p> <p>There would be construction and associated trade jobs required for the duration of construction works. This would have positive impacts in the short- medium term for employment opportunities. The level of training and skills development in associated industries would be dependent upon employment practices in the companies that construct the development. In addition, facilities and services provided on the site will provide a number of employment opportunities in the medium to long term and which could also provide local training opportunities.</p> <p>Currently, the effects of this are assessed as potentially positive but with a negative assessment regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Adequate provision for educational needs should be planned into the development and phased alongside residential development to ensure that this is accessible to the new residents during the course of development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary masterplanning has been undertaken by landowners/developers of the site assuming adequate provision of 3 primary and 1 secondary.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of pupils and their educational needs will only be fully determined upon further masterplanning/the developments completion and occupation.</i></li> </ul>

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<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p style="text-align: center;"><b>+</b></p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site is likely to create a new population of circa 12,000 in the long-term. This population will deliver a workforce to support long-term employment growth within the city. The location of Whinthorpe may have particular benefits for supporting jobs associated with the University of York and the knowledge based economy / biosciences at York Science Park due to its close proximity.</p> <p>Whilst employment is not the key land use for this site, the scale of the development will require a local centre offering services and facilities, which would provide opportunities for a small numbers of local jobs. There would be construction and associated trade jobs required for the duration of construction works. This would have positive impacts in the short- medium term for employment opportunities.</p> <p>In order to make this site as self-sufficient as possible, preliminary masterplanning has identified areas designated for employment and leisure uses within the site which will help provide further employment opportunities. This would be positive for York’s economy but the scale of this should be appropriate to ensure that this out-of-city location does not become a competing destination to established employment or leisure facilities within York.</p> <p>Overall, the opportunities presented by the site are likely to have positive benefits for the economy.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Ensure that any planned leisure and employment is of a local scale to avoid it becoming a competing destination to established citywide facilities and locations.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary masterplanning has been undertaken by landowners/developers of the site assuming provision of further employment and leisure opportunities.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will depend upon the works on-site.</i></li> <li>• <i>The scale of additional employment opportunities on the site will require further masterplanning and viability analysis.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> </ul>	<p style="text-align: center;"><b>++</b></p>	<p><b>Likely Significant Effects</b></p> <p>This is a new village location which help decrease overall housing derivation within the city by contributing a significant contribution towards the provision of affordable housing. Based upon the proposed affordable housing target (policy H8), the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significantly positive contribution in the medium to long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</p> <p>The scale of the development will also require a local centre and neighbourhood parades offering convenience and health facilities. This local</p>

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	<ul style="list-style-type: none"> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	Effect	<p>provision is important given the size of the new population and to ensure that local needs are met without needing to travel. Currently there are small scale facilities within the nearby villages of Heslington (1,700m) and Elvington (3,500m) as well as the Designer Outlet to the east. For larger scale convenience shopping, the city centre or Monks Cross would be the closest destination. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on the existing facilities and to ensure access in the site is within a 5- 10 minute walk. Preliminary masterplanning has included for local services and facilities within 2 locations. Establishing the facilities required would be through ongoing masterplanning.</p> <p>Key to the sites success in meeting this objective will be accessibility improvement and the provision of sustainable transport routes to enable access for all. The size of the population should include for a frequent bus route to maximise connectivity as well as cycle paths and pedestrian linkages as far as practical.</p> <p>Overall, this site has been assessed as having a significant positive impact in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The level of facilities and services is commensurate to the scale of population.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary viability and masterplanning has assumed a level of local facilities on the site.</i></li> <li>• <i>The affordable housing ratio is as per the Publication (Submission) Local Plan and is viable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The services and facilities provided on the site will be subject to masterplanning and occupation following development.</i></li> <li>• <i>The apportioned level and mix of affordable housing will be determined through masterplanning.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> </ul>	+ -	<p><b>Likely Significant Effects</b></p> <p>This is a new settlement and as such would require significant infrastructure to ensure it promotes sustainable travel behaviour and has good connectivity to the rest of York. This site would be subject to policies in the Local Plan relating to infrastructure requirements to ensure this is sufficiently provided.</p> <p>Given that this is a new settlement, it will be important to establish a transport network which promotes sustainable travel behaviour across the development as well as into York. Currently, there is access to pedestrian rights of way, particularly to the southeast of the site, which should be incorporated, and where possible enhanced, through any development. Routes across the site should encourage walking, cycling as well as the use of buses. Achieving this will need to be through a network of attractive and safe routes across the site linking to the existing network, where possible. Extension of the bus route from the existing high frequency Park and Ride service at Grimston Bar is being explored which would help to link the new settlement to the city centre. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour. This should be phased appropriately throughout the development to maximise positive impacts for this objective for the</p>

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	<ul style="list-style-type: none"> <li>Improve congestion.</li> </ul>	<div style="background-color: #90EE90; width: 100%; height: 100%;"></div>	<p>duration of the development.</p> <p>It is inevitable that there will need to be vehicular access and connectivity to and from the site. The current access to the site is from Heslington Village via Common Lane, which is a non-designated road/ green lane. In order to avoid adverse impacts to the existing village, suitable alternative access will need to be in place with potentially managed access to this existing route into Heslington. Primary access to the settlement for vehicles is proposed to and from the A64. The Transport implications Paper (2013) indicates that the ring-road (A64) in this location is not at capacity. However, increase car use and accessibility onto the A64 may exacerbate congestion in the area, particularly at peak times towards the direction of the University and city centre. Connections to other parts of the local road network, including through the university, are also proposed to help ease existing junction capacity at Grimston Bar, as detailed in a preliminary transport strategy. Whilst reducing the impact of congestion in the long-term is positive, it may also prove attractive for encouraging the use of the car, which would be negative for discouraging the use of the car. The scale to which this occurs will depend on the implementation and uptake of sustainable travel modes. Currently, a full Sustainable Access and Movement Strategy is under preparation by the landowners/Developers in conjunction with the Highways Agency and the City of York Council.</p> <p>There may be some short-term impacts on the A64 through the construction of new junctions for accessing the settlement. The scale of this is unknown as it would depend on the magnitude of infrastructure improvements undertaken.</p> <p>The site will need to provide local facilities on site, which should have a positive influence in minimising trip generation in relation to convenience goods and services. This would need to be connected to the proposed transport infrastructure on site to maximise the use of non-car modes of travel to move short distances. The site may also provide areas for employment which, should they be successfully connected could also help to reduce the need to travel. Local provision and employment opportunities are likely to have an indirect positive impact depending on the implementation of appropriate infrastructure.</p> <p>On balance, this development is assessed as likely to have positive and negative impacts on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The impacts from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> <li><i>A full access and movement strategy is developed to maximise connectivity to York via sustainable travel modes and behaviour. This should be agreed between relevant bodies, including the Highways Agency and CYC.</i></li> <li><i>Access to Heslington Village via Common Lane is limited to avoid adverse impacts on the village in relation to transport.</i></li> <li><i>The infrastructure required for the settlement would be viable.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The Transport Implications evidence base (2013) remains valid.</i></li> <li><i>The preliminary transport and access assessment has been undertaken by developers/landowners with input from external bodies. Advice on this remains valid.</i></li> </ul>

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				<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of congestion as a result of this development and as a result of its occupation.</i></li> <li>• <i>The behaviour of future occupiers and their travel needs.</i></li> <li>• <i>The phasing and timescales for the appropriate infrastructure provision.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents. The provision of some 4,680 houses will lead to an increase the number of private cars within the City. There is the potential for the increase in vehicles to lead to an increase vehicle movements, although whether it will be within the City or the strategic road network that is affected is uncertain. There is also potential for the increased car use to exacerbate congestion in the area, particularly at peak times towards the direction of the University and city centre</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of employment opportunities, local facilities and services and open space, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar and solar thermal technologies, biomass, heat pumps and district heating and medium potential for wind power. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning ad implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p>

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				<p>Overall, there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> <li><i>The package of mitigation measures to be incorporated into the scheme relies on further masterplanning.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for</li> </ul>	<p>-</p> <p>-</p>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>This site would be subject to policies within the Local Plan in relation to Green Infrastructure and Biodiversity relating to creation, preservation and enhancement.</p> <p>The site is predominantly arable farmland interspersed with mixed woodland copses. Within the boundary of the site there are no nature conservation designations. However, it is adjacent to a Site of Special Scientific (SSSI): Heslington Tillmire, and two Sites of Importance for Nature Conservation (SINCs): Fulford Golf Course and Elvington Airfield (Candidate SINC). It is also within 5km of the Lower Derwent Valley (LDV), which is designated as Special Protection Area (SPA), Special Area of Conservation (SAC), National Nature Reserve (NNR), Ramsar (wetland birds) and SSSI. Although the LDV is at a distance, It has been identified that there may be a link to the adjacent SSSI as both are important for wetland bird species.</p> <p>'Heslington Tillmire' SSSI is located on the western boundary of the site. The SSSI is notified for its habitats of tall herb fen and marsh grassland as well as wading birds, including Lapwing, curlew, redshank and snipe, which live and breed in the marshy grassland. The last assessment by Natural England (2011) found the Tillmire to be in favourable condition. Development of a new settlement adjacent to this SSSI could potentially have significant adverse effects on the SSSI through disturbance to the breeding birds and trampling of the grassland as well as changing the hydrological levels which create this habitat. Heslington Tillmire is acknowledged to already receive disturbance through the use of surrounding footpaths which bound the site and is open access land available for the public. However, greater disturbance through the location of a new</p>

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	<p>people to access the natural environment.</p>		<p>settlement may have significant adverse effects through an uplift in recreational behaviour.</p> <p>A number of surveys and evidence has been produced to identify and understand the significance of the bird populations on the site as well as whether this would have a consequential negative impact on the Lower Derwent Valley SPA. The surveys include a Breeding Birds Survey (2014), a Wintering Birds Survey (2014) and a desk based study looking at a 10km radius of the site to identify its significance within the area. The studies identified that the Lower Derwent Valley SPA and the SSSI coupled with other sites further north along the River Derwent valley hold the largest wintering and breeding populations of species such as curlew, lapwing, golden plover, redshank, and snipe, although absolute numbers of lapwing and curlew are small on the Tillmire. On site surveying identified that the development site itself was shown to have a greater population of lapwing on the southwest corner of the site, including breeding pairs. In relation to lapwing, the outcomes of the wider 10km study conclude that <i>“it is highly likely that the populations at Heslington Tillmire are sink populations rather than source populations and one might predict, given the levels of predation pressure, that productivity of lapwing is too low to sustain a source population<sup>1</sup>”</i>. Monitoring of the site by Natural England (2014) identified similar results in terms of bird species and numbers on the SSSI. They have also advised that there have been consistently small numbers of birds on the site in recent years, which is significant and that they can be highly susceptible to disturbance.</p> <p>The studies also identified that predominantly wintering bird species were identified at the Lower Derwent Valley and breeding species were identified at Heslington Tillmire. As a consequence, the Habitat Regulation Assessment undertaken for the Local Plan as well as the ecological evidence provided to CYC have concluded that there is no evidence to suggest a clear link between the SSSI and the Lower Derwent Valley SPA. This has been agreed with Natural England.</p> <p>Access to the SSSI is currently available by public footpaths (including the Minster Way linked to Heslington) and via road on Long Lane. Limiting access to the SSSI will be paramount in minimising disturbance. Should the development go ahead, access to the SSSI should be restricted from within the site without compromising the open access land and pedestrian rights of way (PRoW) designations. New networks of pathways across the development site should be incorporated as part of a site specific Green Infrastructure plan to provide attractive alternatives to using the existing footpaths.</p> <p>A new population in this location may also have direct consequences on predation of birds in the vicinity. Predation from domestic cats in particular may have an adverse effect on bird populations, particularly where they are ground nesting. Sufficient and appropriate buffering/landscaping would need to be in place to ensure that predation is minimised through locating development far enough away from any known area for breeding birds.</p> <p>Stringent mitigation will be required in order to minimise any adverse effects. Sufficient buffering of the site to the SSSI will be necessary. Advice from Natural England suggests a minimum 400m buffer to the Tillmire with deterrents to minimise recreational behaviour on the SSSI. In addition, the site will need to provide sufficient alternative open space and recreational areas, including a network of attractive footpath routes and natural/semi-natural open space to draw new residents away from using the Tillmire. As part of the long-term management plan, it would benefit the site to enhance biodiversity on the western boundary to compliment the SSSI. An additional option would also be to restrict access to the Open Access land (for 28 days) on the SSSI during the bird breeding season via application to Natural England to help minimise disturbance. Overall, any development on the site should avoid locations near the SSSI in early phases to ensure any adjacent mitigation/alternative habitat</p>

<sup>1</sup> A sink population is a breeding group that does not produce enough offspring to maintain itself in coming years with immigrants from other populations, whilst a source population is a breeding group that produces enough offspring to be self-sustaining and that often produces excess young that must disperse to other areas.

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		<div style="background-color: red; width: 100%; height: 100%;"></div> <div style="background-color: lightgreen; width: 100%; height: 100%;"></div>	<p>can establish itself.</p> <p>Mitigation proposed through the landowners/developers preliminary masterplanning as a result of the ecological studies and in response to the SSSI includes:</p> <ul style="list-style-type: none"> <li>• The creation of a footpath system which does not directly link with and makes it difficult to access the SSSI along with provision of better alternatives for walking within the development site;</li> <li>• Gated access along Long Lane to prevent vehicular access to the pathways on the SSSI;</li> <li>• Buffering the western edge and using a ditch and furrow system to reduce domestic cat predation;</li> <li>• Improve the hydrological functioning of the SSSI, potentially through the introduction of a sluice control system on key ditches so that water is retained and soil moisture content increased at certain times of the year;</li> <li>• The creation of an approximately 45 ha Habitat Enhancement Area to the southwest corner of the site to mitigate the impacts to and increase ecological functionality of the SSSI. This would be managed as wet grassland and reed bed to optimise feeding conditions for breeding waders and ensure a significant buffer is located between the development and the SSSI. The delivery of this site would be through a Biodiversity Management Plan, including long-term on-site management.</li> <li>• Prioritising any mitigation, particularly the HEA, within phase 1 of development.</li> </ul> <p>The mitigation measures proposed, particularly the HEA, provide opportunities for enhancement of the site and to offset potentially significant adverse effects in the long-term from recreational disturbance. In order to maximise the benefits of any mitigation measures, they would need to be implemented from phase 1 of the development to ensure any vegetation can establish and mature prior to any development phases within close proximity. Also, suitable management of the site would be required in the long-term to ensure the integrity of the habitat created is maintained and its potential benefits to the SSSI upheld. The scale of any residual impacts following this mitigation, however, is uncertain.</p> <p>In terms of the botanical element of the SSSI, further survey work was undertaken to compare with Natural England's National Vegetation Community survey (June, 2014). The updated survey found consistent results with the former and the original SSSI designation interest species.</p> <p>A number of ponds have also been identified on the development site. As a consequence, a preliminary great crested newts (GCNs) survey is underway, the results of which are not yet available. Should GCNs be identified on the site, appropriate landscaping would be required to ensure the integrity of their habitats is maintained or created within close proximity of their identified location.</p> <p>An Extended Phase 1 Habitat Survey has been undertaken for the development site (2013) which has identified habitats that have potential to support a range of protected species including badger, reptiles, water vole, great crested newt, bats and mud snail. Preliminary surveys are already underway for several of these, the results of which are not yet available. Should these species be identified on the site, appropriate mitigation and landscaping would be required to ensure the integrity of their populations and habitats is maintained or created within close proximity of their identified location.</p> <p>On balance, this site is assessed as likely to have a potentially negative effect on this objective. However, it may also create an opportunity in the medium to long-term to also enhance biodiversity on the site itself and reduce negative impacts to the adjacent SSSI. In order to ensure effective</p>

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		<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 10px; height: 100%; background-color: red;"></div> <div style="width: 10px; height: 100%; background-color: lightgreen;"></div> </div>	<p>delivery of this mitigation it is recommended that a site specific policy within the Plan is incorporated for this site. As such, a mixed effect has been recorded.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A site specific policy is included within the Local Plan to ensure the delivery of site specific mitigation;</li> <li>• A minimum of 400m buffer between development proposals and the SSSI to primarily minimise disturbance to birds and predation from domestic animals;</li> <li>• Appropriate ecological enhancement of the development site to increase its biodiversity and minimise impacts to the SSSI through increasing ecological functionality. This should be agreed alongside City of York Council and Natural England.</li> <li>• Ecological enhancement of the site should be prioritised within the masterplanning/phasing.</li> <li>• Phasing of development should prioritise locations away from the SSSI to minimise disturbance and allow any ecological enhancement to establish.</li> <li>• A full Green Infrastructure Plan for the development should be developed, incorporating open space and a biodiversity management plan. Any management plans for the site should take into consideration the requirements of the SSSI to maximise synergistic benefits from enhancement and management proposals. Any management proposals will need to be agreed with Natural England.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• The evidence bases referred to have been prepared by Peak Ecology on behalf of the landowners/developers. This has involved discussions with CYC ecologists and Natural England.</li> <li>• The mitigation measures proposed would be sufficient to create a net increase in biodiversity on the development site and help to minimise impacts to Heslington Tillmire SSSI.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The implementation timescale of mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality,</li> </ul>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 10px; height: 100%; background-color: red;"></div> <div style="width: 10px; height: 100%; background-color: red;"></div> </div>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 3 agricultural land, which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area and would therefore have a significant negative impact on this objective.</p> <p>Preliminary investigations of the ground conditions of this site indicate that it is unlikely to have significant issues in relation to ground contamination. Full investigations will need to be undertaken.</p>

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	<p>including the best and most versatile agricultural land;</p> <ul style="list-style-type: none"> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>		<p>As part of the development of the site there will be a need to incorporate a variety of open space, including allotments. This would have a positive impact on this objective in the medium to long-term, subject to further masterplanning and implementation.</p> <p>On balance this site is scored significantly negative due to it being a greenfield site and in an area of predominantly high grade agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A full ground conditions survey will be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary investigations carried out by the developer/landowners have informed the appraisal.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The implementation and scale of allotments provision is currently uncertain.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>In addition, 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. The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term.</p> <p>On balance, this has been assessed as having a negative impact on this objective although this may be offset in the long-term through incorporating water efficiency, which are yet to be determined.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p>

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			<ul style="list-style-type: none"> <li>Yorkshire Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
11. Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>This site will be subject to policies within the plan relating to air quality and the implementation of low emissions technologies as well as sustainable transport which should help to minimise vehicle use.</p> <p>There may be new risks for exposure to poor air quality should the development be adjacent to the A64. Preliminary analysis of available data indicates that the background air quality across the site is likely to be within objective levels. However, this may change in accordance with the occupation of the site should there be an increase in traffic and if not mitigated, could have potentially adverse impacts in the long-term. In order to mitigate adverse impacts on peoples' health, the development should be set back from the A64 and locate appropriate uses in proximity of the areas which may be subject to poorer air quality. In addition the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions. A full air quality assessment will be required to fully understand the likely impacts of the development.</p>

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	<p>infrastructure;</p> <ul style="list-style-type: none"> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>The closest Air Quality Management Area is on Fulford Road (2km), which may be impacted, should the amount of traffic increase as a result of this development. However, it will be necessary for the new services and facilities to be located on the site as well as sustainable routes to encourage non-use of the car. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour and the consequential impact on air quality. The infrastructure should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>There are likely to be emissions relating to construction due to increased trips connected with HGVs and construction vehicles for the duration of the development. Given the scale of the site, this may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. Despite opportunities for sustainable travel, car use is expected to increase.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be set back from the A64 to minimise adverse impacts in relation to air quality.</i></li> <li>• <i>Sustainable travel behaviour should be encouraged to minimise emissions as a result of increase vehicle use.</i></li> <li>• <i>Full air quality impact assessment is required.</i></li> <li>• <i>The site should develop a low emission strategy in line with other policies in the Plan.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary investigations referred to in this appraisal (Noise survey, Ground conditions survey, air quality data analysis) have been carried out by the landowner.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of air quality issues as a result of occupation of the site.</i></li> <li>• <i>Masterplanning of the site and the potential exposure of residents to new sources of poor air quality.</i></li> </ul>

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<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p style="text-align: center;">+ ?</p>	<p><b>Likely Significant Effects</b></p> <p>The site has two watercourses running through it; 'Tillmire Drain' runs through the centre of the site and it's tributary 'Heslington Drain' borders the south-eastern boundary. Part of the site boundary (approx. 50 hectares adjacent to the drains in the southwest) is within Flood Zone 3a, a high risk flood zone. Within the Strategic Flood Risk Assessment (SFRA) 2013, it states that only water-compatible and less vulnerable uses of land use are appropriate in this zone. More vulnerable and essential infrastructure would only be permitted where an Exception Test is passed and that any essential infrastructure permitted in this zone should be designated and constructed to remain operational and safe for users in time of flood. In accordance with the Local Plan Site Selection Methodology, any greenfield land which is FZ3a, is not included within the net developable area for development to minimise adverse impacts on high flood risk areas. This should ensure that development is not less vulnerable to fluvial flood risk.</p> <p>Additional hydrodynamic modelling has been undertaken to assess flood risk on the site more accurately. The results of this show that the majority of the site is within flood zone 1 with approximately 15% in flood zone 3 and a further 10% within Flood one 2. Preliminary masterplanning of the site has located development wholly within flood zone 1 using high risk areas for green infrastructure.</p> <p>This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose open space to minimise further flood risk as a result of any development.</p> <p>A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>Overall, impacts against this objective have been assessed as positive on the basis that the built development should come forward within flood zone 1. However since this assumption depends upon detailed site layouts and mitigation an uncertain assessment has also been recorded.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Only water-compatible development is considered in areas identified within flood zone 3.</i></li> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs. Surface water run-off rates should be based on 1.4 l/sec/ha (in accordance with the SFRA).</i></li> <li>• <i>A full Flood Risk Assessment (FRA) is required to understand more fully the impacts relating to masterplanning on the site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Further flood risk modelling has been undertaken by the landowners/developers in accordance with the Flood Risk Handbook (Environment Agency, 2012). Discussion with City of York Council with regards to this evidence and further flood risk work is ongoing.</i></li> <li>• <i>Built development will be within flood zone 1.</i></li> </ul> <p><b>Uncertainties</b></p>

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				<ul style="list-style-type: none"> <li>The scale and location of SUDs will be determined through more detailed masterplanning.</li> <li>The effect of occupation of the site on long-term flood risk.</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	-	-	<p><b>Likely Significant Effects</b></p> <p>Archaeological potential has been identified given that the site contains historic farmsteads and the deposits found in close proximity of the university (within 1.2km), development may have a detrimental effect on any archaeological remains. A full archaeological survey is required to understand the sites deposits and past activity.</p> <p>A desk-based archaeological assessment has been completed on behalf of the landowners/developers. The desk based assessment identified records for 20 heritage assets within the proposed boundary. Phase one of investigative works as a result of this has been completed using geophysical survey of 113 ha of the site. This identified "an area of archaeological potential in the Northwest corner of the site, adjacent to the A64 where evidence of field systems and enclosures of probable Iron Age/Romano –British date was identified. However, the rest of the investigations have largely produced negative results restricted to agricultural features and geological/natural anomalies, which may indicate areas of lower archaeological potential". Further intrusive archaeological investigations are required to fully establish the potential on this site, for which a programme of works has been agreed in discussion with City of York Council.</p> <p>This site does not contain any designated heritage assets or listed buildings. However, it does contain a number of non designated features. The Minster Way pedestrian route is a non-designated heritage asset, which borders the site on the western/southern boundary and continues through to the southeast. The Way links the two medieval Minsters at Beverley and York across farmland and through different settlements in-between.</p> <p>The Heritage Impact Assessment (HIA) has identified that there is potential for development to harm the enjoyment of those using the Minster Way and that development should be located away from this to minimise any adverse impacts in the long-term. In addition, the historic environment register (HER), has identified features on the site such as enclosure and historic field patterns as well as previous archaeological finds. From this, the HIA has concluded that there is relatively high potential for archaeological deposits as well as other features which need to be considered in masterplanning. The HIA has identified that the area is of relatively high archaeological potential. The larger revised site boundary will result in a wider area of disturbance with a greater destructive impact on any archaeological remains. It also includes two additional historic farmsteads and one on the border of the new settlement. Development of the site would have a destructive impact on any surviving archaeological remains or landscape features. This may include waterlogged remains at Langworth Lodge. The Heritage Impact Assessment (HIA) has identified that there may be minor harm caused to York's compactness through development of a site outside of the ring-road, although it is acknowledged that the ring-road causes separation to the main urban area and creates this as a separate settlement. The loss of greenspace in this location to development however, is identified to potentially harm York's rural setting, particularly if the development extends right up to the ring road and to the southeast towards Elvington. In order to mitigate for both the setting of York and compactness, the site will need to include carefully designed landscaping and buffering to its outer edges, particularly the northern boundary adjacent to the ring-road where development needs to be set back and appropriately screened.</p>

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		<div style="background-color: yellow; width: 100%; height: 100%;"></div> <div style="background-color: red; width: 100%; height: 100%;"></div>	<p>The issues above have been stated in an additional HIA carried out for the site on behalf of the landowners/developers which acknowledged that the design, layout and quality of the new settlement would dictate the degree to which it would be considered to enhance or detract from compactness and landscape and setting. This assessment also records its influence on the preliminary masterplan submitted as this retains a view of the Minster up the western boundary and provides some buffering to the A64 to help retain a feeling of rurality. However, an outstanding issue to be addressed is where the development extends to the southeast, there is a risk that the Minster Way could be adversely impacted.</p> <p>The HIA identified that views across the site to the Wolds and towards the city centre may be adversely affected from development. Of particular concern are views towards the Minster, which may be obscured through from development. Masterplanning of the site needs to take this into consideration to ensure views towards this landmark monument and other prominent features are not obscured.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>This issue is acknowledged in the additional HIA undertaken by the developers/landowners, which acknowledged that the design, layout and quality of the new settlement would dictate the degree to which it would be considered to enhance or detract from architectural character.</p> <p>The scale of impact on the historic environment will be determined through masterplanning. On balance however, it is considered that this site may cause minor to significant harm to the historic character and setting of York although there are recognised opportunities for mitigation and enhancement to reduce negative effects..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be located away from the Minster Way to ensure that this historic route is not adversely affected by development.</i></li> <li>• <i>In order to reduce the impact of this site from the A64 there should be significant buffering to the northern boundary of the site with appropriate landscaping to retain a rural feel outside of the ring-road.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the masterplan to ensure the integrity of the deposits.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating an independent identity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>A Heritage Impact Assessment has been completed by FAS Heritage on behalf of the Landowners/Developers.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</li> <li>A programme of archaeological investigations are undertaken as part of the allocation process as agreed by City of York Council.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	-	-	<p><b>Likely Significant Effects</b></p> <p>This site is located outside of the ring-road within the southwest quadrant of York. It would form one of the ‘clock face’ settlements surrounding York. It is likely to be approximately a similar distance to the city centre as the existing villages of Copmanthorpe and Bishopthorpe to the west of the site.</p> <p>The Heritage Impact Assessment (HIA) has identified that there may be minor harm caused to York’s compactness through development of a site outside of the ring-road, although it is acknowledged that the ring-road causes separation to the main urban area and creates this as a separate settlement. The HIA has also identified that this area contributes the rural setting of the city. The loss of greenspace to development in this location may adversely affect the image of the city in a rural setting by development encroaching up to the ring-road. The boundary of the site also extends to the southeast towards Elvington reducing the boundary between the existing village and the new settlement, which detracts from its standalone status. The HIA identified that views across the site to the Wolds, across Elvington Airfield and towards the city centre may be adversely affected from development. Of particular concern are views towards the Minster, which may be obscured through from development. Masterplanning of the site needs to take this into consideration to ensure views towards this landmark monument and other prominent features are not obscured.</p> <p>In order to mitigate for both the setting of York and compactness, the site will need to include carefully designed landscaping and buffering to its outer edges, particularly the northern boundary adjacent to the ring-road where development needs to be set back via a substantial field margin and appropriately screened. In addition, the severity of visual impact will relate to the mass and density of development in view. Low density buildings should be placed on the rural edges to help soften the urban character of any new development.</p> <p>The southern boundary of the site along Langwith Stray/Long Lane contains a high concentration of public rights of way with access to relatively attractive and tranquil countryside for the communities of Fulford, Heslington and Elvington, including the Minster Way. The Heritage Impact Assessment (HIA) has identified that there is potential for development to harm the enjoyment of those using the Minster Way in particular and that development should be located away from this to minimise any adverse impacts in the long-term to avoid adverse impacts on the open countryside.</p> <p>An additional HIA carried out for the site on behalf of the landowners/developers which acknowledged that the design, layout and quality of the new settlement would dictate the degree to which it would be considered to enhance or detract from compactness and landscape and setting. This assessment also records its influence on the preliminary masterplan submitted as this retains a view of the Minster up the western boundary and</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: yellow; width: 100%; height: 100%;"></div> <div style="background-color: red; width: 100%; height: 100%;"></div>	<p>provides some buffering to the A64 to help retain a feeling of rurality. This would be positive in the long-term and would need to be preserved in future iterations of masterplanning.</p> <p>A Contextual Landscape Appraisal commissioned by the landowners/developers relates directly to principal 6 of the CYC Heritage Impact Assessment: Landscape and Setting. This evidence base documents the landscape context, visual experience of the city, the landscape character in relation to the surrounding villages as well as settlement patterns and characteristics and concerns highlighted in their own HIA. This identified that without appropriate design in place, this allocation and the loss of greenspace has the potential to detract from York. In response to this (see SA obj 14) and the more detailed landscape appraisal, the following mitigation measures have been identified:</p> <ul style="list-style-type: none"> <li>• Good design to ensure that that experience along the transport networks was maintained by retaining key view points and developing n views where possible. A varied treatment between the ring road and ST15 would ensure the experience reflected the local character and complimented the special characteristics of the city.</li> <li>• Where views of key landmarks, such as the Minster exist, these should be retained and incorporated into the developing masterplan.</li> <li>• Ensure where possible existing landscape characteristics are retained to create a distinct and legible settlement which celebrates local and regional character.</li> <li>• Ensure any potential views of York Minster and City are integrated as a means of way finding an orientation to celebrate the unique characteristics of place.</li> <li>• Ensure landscape proposals embody existing green networks and designations and incorporate wider links to these amenity and ecological assets to prevent coalescence of settlements and transport infrastructure.</li> <li>• Ensure proposals incorporate existing landscape assets where possible to positively reinforce the special characteristics of place.</li> </ul> <p>Implementation of the mitigation outlined should have an overall positive effect on minimising harm to the landscape and setting of York's natural and built environment in this location. Any residual impacts are likely to depend upon how they are transposed into the ongoing masterplanning of the site.</p> <p>On balance, although there are opportunities for minimising harm, it has been identified that the site will still cause minor to significant harm to this objective due to the scale of potential change although this is subject to the implementation of mitigation and the uncertainty related to implementation which may help to reduce harm in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be located away from the Minster Way to ensure that this historic route is not adversely affected by development.</i></li> <li>• <i>In order to reduce the impact of this site from the A64 there should be significant buffering to the northern boundary of the site with appropriate landscaping to retain a rural feel outside of the ring-road.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: yellow; width: 100%; height: 100%;"></div> <div style="background-color: red; width: 100%; height: 100%;"></div>	<p><i>an independent identity.</i></p> <ul style="list-style-type: none"> <li>• <i>Ensure landscape proposals embody existing green networks and designations and incorporate wider links to these amenity and ecological assets to prevent coalescence of settlements and transport infrastructure.</i></li> <li>• <i>Ensure proposals incorporate existing landscape assets where possible to positively reinforce the special characteristics of place.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>A Heritage Impact Assessment has been completed on behalf of the Landowners/Developers.</i></li> <li>• <i>The Contextual Landscape Appraisal has been completed on behalf of the Landowners/developers.</i></li> <li>• <i>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</i></li> </ul>
<p><b>Summary</b></p> <p>A significant positive effect has been recorded against objective 1 (housing) due to the significant provision of new dwellings and long term delivery of new facilities and objective 5 (equality) due to the inclusion of affordable housing and community services in a new local centre. A significant negative effect was recorded against objective 9 (land use) due to the loss of greenfield land. Mixed minor/significant negative effects were also recorded for objectives 14 (cultural heritage) and 15 (landscape) due to potential impacts on archaeological deposits, heritage assets, rural setting and views and the scale of change.</p> <p>Objective 4 (jobs) was assessed as a minor positive effect due the potential to support local employers, job opportunities within the new local centre and provision of short term construction jobs. Objective 10 (water) was identified as a minor negative effect as a result of increased pressures on local water resources, as was objective 11 (waste) due to the overall increase in waste generation and objective 12 (air quality) due to the potential for increased congestion and deterioration of local air quality.</p> <p>A mixed minor positive and negative effect was recorded for objective 2 (health) due to the provision of open space and promotion of outdoor leisure activities, and the potential for long term noise impacts and air quality issues. Mixed minor effects were also identified for objective 3 (education and training) due the enhancement of trade skills and lack of primary and secondary school provision and objective 6 (transport) due to promotion of sustainable travel behaviour and the potential exacerbation of congestion. Objective 7 (climate change) was also assessed as a mixed effect due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences, as was objective 8 (biodiversity) due to the proximity of nationally and internationally designated sites and the potential to enhance biodiversity on site.</p> <p>A mixed minor positive and uncertain effect was recorded against objective 13 (flooding) due to the expected low flood risk, which would be dependent on site layout and mitigation measures.</p> <p>There are uncertainties over the number of students from the development and number of jobs generated, the level of congestion, the amount of waste generated, flood risk and incorporation of sustainable drainage systems.</p>			

**Key**

<b>Symbol</b>	<b>Likely Effect on the SA Objective</b>
<b>++</b>	The policy is likely to have a significant positive effect
<b>+</b>	The policy is likely to have a positive effect
<b>0</b>	No significant effect / no clear link
<b>?</b>	Uncertain or insufficient information on which to determine effect
<b>-</b>	The policy is likely to have a negative effect
<b>--</b>	The policy is likely to have a significant negative effect

## ST16: Former Terry’s Chocolate Factory

**Overall assumption:**

This area is committed for mixed use development (Ref: 09/01606/OUTM). Application approved for: 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. This appraisal is to appraise the re-designation of the committed commercial space to housing.

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The Former Terry’s Chocolate Factory has an existing planning permission for mixed use and an implemented permission for housing at the northern end of the site. Re-designation of the commercial element of the permission for approximately 175 dwellings would provide more dwellings on site which would be positive in the long-term for York. This is a significant re-development of a former factory site within the city that has the potential to provide a new community and respond to mixed needs. 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. This number of new dwellings would need to provide affordable homes, in line with the Affordable Housing Policy (H9) within the Local Plan and should provide around 44 additional affordable units which would also be positive in meeting the city’s housing needs.</p> <p>Some local facilities and services are available within proximity of the site, which would be positive in the short-term but given its size, further facilities will need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term. Local facilities should be provided as part of the existing permission, which should ensure that the new residents have local access to facilities and undue pressure is not put on existing facilities in the long-term.</p> <p>Overall, this site has been assessed as having a permanent significant positive effect on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>The existing permission will provide additional facilities to provide for the growth of population on the site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to openspace / multi-functional openspace;</li> <li>Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p style="text-align: center;">+ -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site openspace, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The development currently has access to amenity greenspace and allotments within proximity of the site, including Micklegate Stray. However, any development would require the inclusion of openspace for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of openspace types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment. The uplift in housing numbers on this site would mean that an additional amount of openspace is provided to ensure there is adequate openspace for all.</p> <p>This development should support walking and cycling within the site given its urban location and connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities. Currently there are both cycling and pedestrian route which go to the city centre.</p> <p>There are existing doctors and dentists in the vicinity of the site. The existing permission plans in community facilities to support the new and existing population to provide adequate access to healthcare although this should be revisited at to establish commensurate need with an uplift in dwelling numbers. Provision of this should be accommodated on site to encourage local access to services.</p> <p>This approach should have an overall benefit on the health and well-being of prospective residents.</p> <p>Contamination has been identified on the site through the outline planning permission's environmental impact statement. The EIA states that this is largely in isolated areas across the site and that remedial action is required to ensure the soil is suitable for residential garden use and there is no impact to residents' health. It is assumed that contamination issues will be dealt with as part of the planning permission and the ongoing masterplanning of the site.</p> <p>There are likely effects on neighbouring residential areas for the duration of the construction period relating to noise, air quality and vibrations. The EIA states that any impact is likely to be commensurate with the proximity/location of the development on site. There will be increased trips and noise connected with HGVs and construction vehicles for example which may have an in-combination effect relating to citywide development.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, it is anticipated that the impacts are likely to be positive in the medium to long-term as the facilities and openspace are developed but may potentially have some short-term adverse impacts in relation to re-provisioning of openspace and site construction.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Issues regarding noise and contamination have been dealt with through the outline application for the entire site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning.</li> <li>The level and type of openspace will be subject to masterplanning.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision. The site has a primary school within 400m (opposite the northern boundary). Scarcroft Secondary School is also within 800m although the capacity at both of these needs to be established. The existing permission includes for the provision of a nursery which would be positive for any residents living on this site.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon market forces.</p> <p>It is anticipated that this should have a positive impact on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Nursery provision to be delivered as part of the existing planning permission..</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">+ -</p>	<p><b>Likely Significant Effects</b></p> <p>This is the former Terry's Chocolate factory, which ceased operations in 2005. The factory buildings and the site remain vacant. This site has been considered primarily for residential uses and not the redevelopment for employment uses as other locations have been identified through the Local Plan.</p> <p>The re-designation of this commercial land for housing would reduce the amount of jobs re-provided on-site with only small-scale job opportunities in connection with community facilities provided. Temporary jobs would be generated through the construction of the site in the short to medium term and may generate opportunity for training in this industry, dependent upon market forces.</p> <p>The development overall would support the housing of the local workforce for other employment opportunities within the city helping to support the overall economy, particularly given the site's location in close proximity to the City Centre. This urban site also benefits from being highly connected with existing frequent and non-frequent bus routes into the city centre along Bishopthorpe and Tadcaster Road helping to connect people with employment opportunities across the city.</p> <p>This site is therefore likely to have a positive long-term direct effect objective although it would reduce the amount of available floorspace for commercial use within this area.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site and provision of housing, community facilities and local services may help to address deprivation issues identified within the Index of Multiple Deprivation (2010) regarding barriers to housing and services in adjacent areas, which are identified as being more deprived in comparison with some other areas of the city.</p> <p>The scale of the housing forecast would enable a more significant contribution towards the provision of affordable housing in conjunction with the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	+	<p>existing permission on the site. Based upon the current affordable housing policy, the site would need to provide between 25% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</p> <p>The scale of the development overall from the existing permission and this new designation of housing would require additional facilities to be considered on site such as convenience and health facilities. There are existing facilities just within 800m of the site on Bishopthorpe Road, which may also benefit from the large residential development as their viability could be increased. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on these facilities and to ensure access across the site which for the southern end which is further than 800m.</p> <p>Overall this site has been assessed as having a significant positive impact on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of facilities within the existing area would need to be supplemented to ensure adequate provision for the existing and new populations.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The facilities and services provided on the site will be subject to masterplanning and occupation following development.</i></li> </ul>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	+   -	<p><b>Likely Significant Effects</b></p> <p>Overall, the development should have good transport links and be able to promote non-car modes of travel given its urban location. This site has existing access to a bus route of every 20 minutes and a high frequency bus route on both Tadcaster Road (within 400m to the north of the site) and Bishopthorpe Road which runs down the eastern boundary directly into the city centre. The site is also within 10 minutes cycle of the train station. There are good existing links to cycle paths and pedestrian routes but further links would need to be established on the site to help promote alternative modes of travel. The potential for the site to link with existing and other new development as well as rail links directly to the railway station is also being investigated. The number, type and location of routes is dependent upon masterplanning but there is potential for this to have a positive impact on this objective due to the ability to utilise and build upon existing transport connections as well as the creation of new ones.</p> <p>The site has good access to existing facilities on Bishopthorpe Road (within 800m) which would be positive for the short-term. The cumulative increase due to this uplift in housing numbers would require additional facilities on the site. Facilities are granted in the existing permission but in</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>order to minimise local trips, this should be revisited to establish commensurate need with the uplift in dwelling numbers.</p> <p>The development is likely to generate additional traffic movements which may have potentially adverse effects on congestion. Traffic impacts will have been taken into consideration as part of the existing planning permission. This uplift in houses would need to be taken into account with any future planning permission on the site to ensure that vehicle trips are minimised and that attractive alternatives are available.</p> <p>On balance, it is likely that this site could have positive and negative impacts on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The impact from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The existing transport routes can be linked into the new development.</i></li> <li><i>That the existing bus services continue into the future.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of congestion as result of this development as a result of its occupation.</i></li> <li><i>The behaviour of future occupiers and their travel needs.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of employment opportunities, local facilities and services and openspace, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government's agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar and solar thermal technologies and medium potential for ground source heat pumps. Any masterplanning of the site should therefore help to</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>consequences of climate change;</p> <ul style="list-style-type: none"> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<p style="text-align: center;">+</p>	<p>maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings as part of this allocation will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for</li> </ul>	<p style="text-align: center;">○ +</p>	<p><b>Likely Significant Effects</b></p> <p>Development of this site would comprise brownfield land and in consequence, it is assumed that the potential for adverse effects on biodiversity (e.g. due to disturbance or habitat loss) would be reduced.</p> <p>The site contains no nature conservation designations and does not connect to any green infrastructure corridors.</p> <p>The EIA identifies that whilst the majority of habitats on site are of relatively low ecological value, the broadleaved trees and woodland are considered to be of greatest value. Although they include many exotic species, there are also numerous large and old natives. Large standards form an almost continuous border around the site and create a continuous habitat with the more extensive areas of woodland present in the north, north-east and southeast. All of the habitats on the site are therefore considered to be of value only within the zone of influence (taken here to mean the site) with the exception of the broadleaved woodland, which is considered to be of local value, due to its supporting value for local wildlife species, such as birds and bats.</p> <p>The proposed scheme proposes planting new trees which are expected to be beneficial in the long-term as they exert increasing influence over the character of the site and the locality in terms of landscape value and biodiversity through the provision of new habitats.</p> <p>The site is also recognised to have fox dens on site as well as evidence of rabbits. However, these are considered common and not of major</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	people to access the natural environment.		<p>ecological importance.</p> <p>The site offers a potential foraging and commuting resource for all these though only common pipistrelle have been indicated as using the site. No indication was given from the surveys, as to the number of bats using the site. Bats, as a species group, are listed as a priority species on the City of York BAP. They are also European and UK protected species of conservation concern. The population of bats using the site are considered to be of ecological value at the local level (potentially regional dependant on the species of bat using the site for foraging).</p> <p>Direct effects from development may include habitat loss, disturbance through noise, lighting and movement as well as pollution from construction and hydrological changes through landscaping. However, the EIA proposes mitigation measures such as sensitive lighting to ensure bats are not disturbed and the retention of trees on the site. Given the former factory use of the site, there is an opportunity to integrate a scheme to increase biodiversity and connectivity to the wider natural environment.</p> <p>Taking into consideration the findings of the EIA accompanying the planning permission, this site has been assessed to have a likely neutral to positive effect in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Biodiversity will improve from the current baseline.</i></li> <li>• <i>The biodiversity value of brownfield land is less than that of greenfield sites.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The type and location as well as mitigation measures are to be determined through masterplanning. This creates uncertainty as to the scale and significance of any effects.</i></li> </ul>
9. Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>Redevelopment of this 10 ha brownfield site is positive for using previously developed land. The planning permission's EIA concludes that there is potential contamination on the site in isolated areas, which would need to be remediated so the soil is suitable for residential gardens. The Council has already requested proof of this removal prior to development.</p> <p>In the long-term this should have a positive impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Any contamination of the site needs to be remediated appropriately for the proposed use.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The evidence base undertaken for the planning permission remains valid and has appropriately identified contamination issues and this will</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	allotments; <ul style="list-style-type: none"> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>		<p><i>be dealt with appropriately through the remediation strategy.</i></p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
10. Improve water efficiency and quality.	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Revised Draft Water Resources Management Plan 2013 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 at 0.19MI/d rising to 106MI/d in 2039/40. A range of solutions are proposed to meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence and a three groundwater schemes</p> <p>In addition, 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. The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term.</p> <p>On balance, this has been assessed as having a negative impact on this objective although this may be offset in the long-term through incorporating water efficiency, which are yet to be determined.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Yorkshire draft Water Resources Management Plan (WRMP)(2013) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
11. Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. The site would need to be incorporated into the citywide recycling schemes to manage the waste arisings and to minimise impacts on landfill.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	resource efficiency.		<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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and remediation phases is unknown.</i></li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Despite being located outside of the City of York's City's Air Quality Management Area (AQMA), many of the roads affected by an increase in vehicle movement's as a result of the Proposed Development in operation are located within an AQMA, or lead to areas that are.</p> <ul style="list-style-type: none"> <li>The EIA for the proposed scheme states: During the construction phase, the application of standard dust control measures are capable of providing the required level of mitigation of potential particulate matter impacts near the site. The phasing of the works will also mean that receptors will only be impacted upon when the particular phase near to them is being worked.</li> <li>Residential properties within 50 m of the site boundary, such as those located on Campleshon Road, Bishopthorpe Road and Racecourse Road, may however experience occasional increases in local soiling rates during times when activities are carried out in extremely dry and windy weather. Any such impacts at these times would be restricted to short-term episodes affecting a small number of properties and would be short-term, adverse, and of slight significance.</li> <li>During the operational phase of the scheme, changes to road traffic flows would not result in a significant change in pollutant concentrations at any of the sensitive receptors within the three Air Quality Study Areas. Although concentrations are predicted to increase at receptors within the AQMA, a rise of 0.5µg/m<sup>3</sup> and less is not considered to be significant, as it is well within the year on year variation of NO<sub>2</sub> concentrations measured within the City.</li> <li>Therefore, at receptors near to the local highway network, the predicted impact on air quality of an increase in annual mean NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations can be classed as long-term, adverse and of negligible significance.</li> </ul> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short-distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>negative impacts on the health of future occupants/users;</p> <ul style="list-style-type: none"> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Overall the impact of this site could be negative subject to the implementation of mitigation and ensuring the occupants on site have sustainable travel behaviour.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</i></li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>This development is located within Flood Zone 1 accordingly to CYC's Strategic Flood Risk Assessment (2014), which is not a high risk flood zone.</p> <p>Surface water flooding is an identified issue within York. 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). Given that this is a brownfield site, it will need to ensure that the run-off rates do not exceed 70% of the existing rate through any re-development (based on 140 l/s/ha of proven connected impermeable areas). The details of this would need to be designed in to any masterplanning of the site.</p> <p>The impact on this objective should therefore be positive in the long-term subject to the design and implementation of surface water management strategies.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The development of the site would require mitigation for surface water and that the site remains in flood zone</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></p> <p>The site lies partly within the ‘Racecourse and Terry’s Factory’ Conservation Area and includes five Grade II Listed Buildings:</p> <ul style="list-style-type: none"> <li>Terry’s of York Clock Tower, Water Tower and Boiler house with transformer house</li> <li>Terry’s of York Factory</li> <li>Terry’s of York Head Office</li> <li>Liquor Factory</li> <li>Time Office Block</li> </ul> <p>The EIA for the existing planning permission states that:</p> <ul style="list-style-type: none"> <li>Potential impacts caused by the completed development focus on long term changes to the character and context of the Conservation Area and Listed Buildings. Inappropriate uses and new construction could adversely affect the character and setting of both Listed Buildings and the Conservation Area. Conversely the removal of utilitarian structures and buildings of low or negligible quality, that have little or no architectural or historical significance, could benefit both Listed Buildings and Conservation Area.</li> <li>Overall, the known and suspected archaeology within and in the immediate vicinity of the Site is of no more than local importance. This does not preclude the potential for remains of greater importance to be discovered. For instance, should any Roman burials be discovered, these could be considered of regional importance. Without mitigation there are potentially moderate to major permanent adverse effects on archaeology of local to regional importance. Mitigation measures include measures to ensure preservation in situ where appropriate and necessary and preservation by record in other instances. By these means potential impacts can be reduced to Minor, Negative and Permanent in a worst case, to Negligible in the best.</li> <li>The proposed development calls for the demolition of a number of structures and buildings. Demolition within the Conservation Area is restricted to buildings and structures which make negligible to neutral contributions to its character.</li> <li>In conclusion the proposed application is likely to have moderately long-term irreversible beneficial impacts on the site.</li> </ul> <p>The HIA concurs that development on this site may have a detrimental impact to the attributes that contribute to the significance or the setting of these listed buildings. It may also have a detrimental impact on the character of the conservation area in general. The heights of new builds must be checked so not to detract from the dominance/importance of the landmark structures. Inappropriate development surrounding the factory buildings may detract from their architectural significance. Buildings need to be at an appropriate scale taking into account surrounding structures. It also draws upon the previous planning brief for the site which states that “<i>Any new scheme should capitalise on the symbolic potential and landmark quality of the factory building in order to highlight the nature of the site as a major employment destination</i>” (Terry’s Development Brief rev. vers. 2009).</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>The impacts of this development are currently assessed as having positive and negative impacts.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Masterplanning needs to take considerations of the views on site to ensure that they are not obstructed through development. Further analysis is required.</i></li> <li>• <i>In defining the development, the strong identity of the existing site and in particular the listed buildings need to be taken into consideration to ensure the setting and context of development is complementary to the historic assets.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The findings of the EIA for the planning application remain valid.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The site lies partly within the ‘Racecourse and Terry’s Factory’ Conservation Area and includes five Grade II Listed Buildings:</p> <ul style="list-style-type: none"> <li>• Terry’s of York Clock Tower, Water Tower and Boiler house with transformer house</li> <li>• Terry’s of York Factory</li> <li>• Terry’s of York Head Office</li> <li>• Liquor Factory</li> <li>• Time Office Block</li> </ul> <p>The EIA for the existing planning permission states that:</p> <ul style="list-style-type: none"> <li>• Potential impacts caused by the completed development focus on long term changes to the character and context of the Conservation Area and Listed Buildings. Inappropriate uses and new construction could adversely affect the character and setting of both Listed Buildings and the Conservation Area. Conversely the removal of utilitarian structures and buildings of low or negligible quality, that have little or no architectural or historical significance, could benefit both Listed Buildings and Conservation Area.</li> <li>• The proposed development calls for the demolition of a number of structures and buildings. Demolition within the Conservation Area is restricted to buildings and structures which make negligible to neutral contributions to its character.</li> <li>• In conclusion the proposed application is likely to have moderately long-term irreversible beneficial impacts on the site.</li> </ul> <p>In addition the HIA states that there are limited views at ground level out from the site but various views of the factory can be gained from the surrounding streets such as Campleshon Road and Bishopthorpe Road. Middle and long views of the factory, particularly the clock tower can be seen from Fulford Ings, the Racecourse, the Minster and parts of the City Walls as well as the ring-road. Significant internal views also exist.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 100%; background-color: #90EE90; margin-right: 5px;"></div> <div style="width: 10px; height: 100%; background-color: #FFD700; margin-right: 5px;"></div> </div>	<p>Development may potentially impact upon views from nearby areas of the factory and racecourse site. The heights of new builds must be checked so not to detract from the dominance/importance of these landmark structures. Inappropriate development surrounding the factory buildings may detract from their architectural significance. Development will not have a significantly detrimental impact on the open country side character element provided the tree setting is retained Whilst the site does not form part of the rural setting, green buffering to the southern boundary may lessen the impact of the development on the rural edge. However, this should not obscure the factory buildings.</p> <p>Development in this location is likely to have positive and negative effects on the landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Identification of views on the site to help inform the landscape strategy should be undertaken. This will help to maximise opportunities for informing the masterplanning process and increase design quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>A former industrial site can be enhanced through re-development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy.</i></li> </ul>
<p><b>Summary</b></p> <p>A significant positive effect has been determined against objective 1 (housing) due to the provision of a substantial number of new dwellings and objective 5 (equality) as a result of the inclusion of affordable housing and access to facilities. No significant negative effects were identified.</p> <p>Objective 3 (education and training) was assessed as a minor positive effect due to the proximity of local primary and secondary school provisions, as was objective 9 (land use) due to the reuse of a previously developed site which requires remediation as a result of land contamination and objective 13 (flooding) due to the low flood risk on site and expected uptake of sustainable drainage systems. A minor negative effect was recorded for objective 10 (water) as a result of increased pressures on local water resources, objective 11 (waste) due to the overall increase in waste generation and objective 12 (air quality) due to the potential for increased vehicle movements and deterioration of local air quality.</p> <p>A mixed minor positive and negative effect was recorded for objective 2 (health) due to the provision of recreational facilities potential contamination issues and short term noise impacts during construction and objective 4 (jobs) due to the reduction of commercial floorspace available through the inclusion of additional housing, and the provision of a small number of jobs in new community facilities. Objective 6 (transport) was also identified as a mixed effect due to the good transport links and potential increase in local congestion, as was objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences. Objectives 14 (cultural heritage) and 15 (landscape) were assessed as mixed minor positive and negative effects due to potential beneficial and adverse impacts on the conservation area and listed buildings from the completed development and removal of low quality buildings, and improvements to local character combined with impacts on views.</p> <p>A mixed minor positive and neutral effect was determined against objective 8 (biodiversity) due to the limited potential for biodiversity on a brownfield site and the proposed beneficial creation of new habitats.</p> <p>There are uncertainties over the number of houses to be included in the development, the numbers of students and jobs, the level of congestion and the amount of waste generated.</p>			

**Key**

<b>Symbol</b>	<b>Likely Effect on the SA Objective</b>
<b>++</b>	The policy is likely to have a significant positive effect
<b>+</b>	The policy is likely to have a positive effect
<b>0</b>	No significant effect / no clear link
<b>?</b>	Uncertain or insufficient information on which to determine effect
<b>-</b>	The policy is likely to have a negative effect
<b>--</b>	The policy is likely to have a significant negative effect

## ST17: Nestlé South

### Overall assumption:

This site has outline planning permission for a mixed use development to be brought forward within the plan period. Ref: 10/01955/OUTM. Outline proposal for a mixed use development including residential, live/work, residential student accommodation, offices, retail, cafe, assisted living, community centre, gymnasium, creche, and associated car parking, landscaping, highway infrastructure and other ancillary works. This appraisal is to appraise the re-designation of the committed commercial space to housing.

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development of Nestle South has existing planning permission for mixed use. Re-designation of the commercial element of the permission for approximately 130 dwellings would provide more dwellings on site which would be positive in the long-term for York. This is a significant re-development of part of the existing factory site in the urban area that has the potential to provide a new community and respond to mixed needs. 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. This number of new dwellings would need to provide affordable homes, in line with the Affordable Housing Policy (H9) within the Local Plan and should provide around 33 additional affordable units which would also be positive in meeting the city's housing needs. This would be in addition to the affordable housing obtained through the existing planning consent.</p> <p>Some local facilities and services are available within proximity of the site, which would be positive in the short-term but given its size, further facilities may need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term. Local facilities should be provided as part of the existing permission, which should ensure that the new residents have local access to facilities and undue pressure is not put on existing facilities in the long-term.</p> <p>Overall, this site has been assessed as having a permanent significant positive effect on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>The existing permission will provide additional facilities to provide for the growth of population on the site.</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to open space / multi-functional open space;</li> <li>Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The development currently has access to amenity greenspace, allotments (within 100m) and semi-natural open space (within 400m). However, any development would require the inclusion of open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of open space types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment. The uplift in housing numbers on this site would mean that an additional amount of open space is provided to ensure there is adequate open space for all.</p> <p>This development should support walking and cycling within the site given its urban location and connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities. Currently there are both cycling and pedestrian route which go to the city centre.</p> <p>There are existing doctors and dentists in the vicinity of the site. In addition the site is within close proximity of York Hospital (within 400m) as well a private hospital (to the east of the site). The existing permission plans in various community facilities to support the new and existing population although this should be revisited at to establish commensurate need with an uplift in dwelling numbers and un due pressure is not place on existing healthcare facilities. This approach should have an overall benefit on the health and well-being of prospective residents.</p> <p>Contamination has been identified on the site through the outline planning permission's environmental impact statement. The EIA states that this is largely in isolated areas across the site and that remedial action is required to ensure the soil is suitable for residential garden use and there is no impact to residents' health. It is assumed that contamination issues will be dealt with as part of the planning permission and the ongoing masterplanning of the site.</p> <p>There are likely effects on neighbouring residential areas for the duration of the construction period relating to noise, air quality and vibrations. The EIA states that any impact is likely to be commensurate with the proximity/location of the development on site predominantly in connection to factory noise. These effects are planned to be offset through design. There will be increased trips and noise connected with HGVs and construction vehicles for example which may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, it is anticipated that the impacts are likely to be positive in the medium to long-term as the facilities and open space are developed</p>

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				<p>but may potentially have some short-term adverse impacts in relation to re-provisioning of open space and site construction.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Issues regarding noise and contamination have been dealt with through the outline application for the entire site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning.</li> <li>The level and type of open space will be subject to masterplanning.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision. The site has a primary school within 800m although the capacity needs to be established. The existing permission includes for the provision of a nursery in addition to an existing nursery within 400m, which would be positive for any residents living on this site. There is no secondary school within walking distance and therefore this would need to be connected via sustainable transport routes.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct and occupy the development. The removal of the commercial element from this scheme may reduce these opportunities in the long-term.</p> <p>It is anticipated that this should have a minor positive impact on this objective but with some uncertainty regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Nursery provision to be delivered as part of the existing planning permission..</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> </ul>

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<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">+ -</p>	<p><b>Likely Significant Effects</b></p> <p>The southern half of the Nestle factory received permission for mixed use in 2010. The factory buildings and the site remain vacant. This site has been considered primarily for residential uses and not the redevelopment for employment uses as other locations have been identified through the Local Plan.</p> <p>The re-designation of this commercial land for housing would reduce the amount of jobs re-provided on-site with only small-scale job opportunities in connection with community facilities provided. Temporary jobs would be generated through the construction of the site in the short to medium term and may generate opportunity for training in this industry, dependent upon market forces.</p> <p>The development overall would support the housing of the local workforce for other employment opportunities within the city helping to support the overall economy, particularly given the site's location in close proximity to the City Centre. This urban site also benefits from being highly connected with existing frequent and non-frequent bus routes into the city centre along Wigginton and Haxby Road helping to connect people with employment opportunities across the city.</p> <p>This site is therefore likely to have a positive long-term direct effect on this objective although it would reduce the amount of commercial floorspace in this area and as such has been assessed as having a potentially negative effect..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site and provision of housing, community facilities and local services may help to address deprivation issues identified within the Index of Multiple Deprivation (2010) regarding barriers to housing and services in adjacent areas, which are identified as being more deprived in comparison with some other areas of the city.</p> <p>The scale of the housing forecast would enable a more significant contribution towards the provision of affordable housing in conjunction with the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>+</p>	<p>existing permission on the site. Based upon the current affordable housing policy, the site would have a target to provide 25% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation. This would complement the mix of housing types already permitted on site including live/work units, student and assisted listed.</p> <p>The scale of the development overall from the existing permission and this new designation of housing would require additional facilities to be considered on site such as convenience and health facilities. There are existing facilities just within 250m on Haxby Road (to the south west of the site) and within 500m to the east of the site, which may also benefit from the large residential development as their viability could be increased. In addition the planning consent includes for local level convenience, community facilities, crèche, gym and cafe. Developing the facilities in tandem with the development would be beneficial to ensure that increased pressure is not placed on existing facilities.</p> <p>Overall this site has been assessed as having a significant positive impact on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of facilities within the existing area would need to be supplemented to ensure adequate provision for the existing and new populations.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The facilities and services provided on the site will be subject to masterplanning and occupation following development.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>+ -</p>	<p><b>Likely Significant Effects</b></p> <p>Overall, the development should have good transport links and be able to promote non-car modes of travel given its urban location. This site has existing access to a high frequency bus route and non-frequent bus route directly into the city centre both Wigginton Road adjacent to the western boundary and Haxby Road which runs down the eastern boundary. The site is also within 15 minutes cycle of the train station. 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. There are good existing pedestrian routes but further links would need to be established on the site to help promote alternative modes of travel. The number, type and location of routes is dependent upon masterplanning but there is potential for this to have a positive impact on this objective due to the ability to utilise and build upon existing transport connections as well as the creation of new ones.</p> <p>The site has good access to existing facilities on Haxby Road (within 250m) which would be positive for the short-term. The cumulative increase</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>due this uplift in housing numbers would require additional facilities on the site. Facilities are granted in the existing permission but in order to minimise local trips, this should be revisited to establish commensurate need with the uplift in dwelling numbers.</p> <p>The development is likely to generate additional traffic movements which may have potentially adverse effects on congestion. Traffic impacts will have been taken into consideration as part of the existing planning permission. This uplift in houses would need to be taken into account with any future planning permission on the site to ensure that vehicle trips are minimised and that attractive alternatives are available.</p> <p>On balance, it is likely that this site could have positive and negative impacts on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The impact from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The existing transport routes can be linked into the new development.</i></li> <li><i>That the existing bus services continue into the future.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of congestion as result of this development as a result of its occupation.</i></li> <li><i>The behaviour of future occupiers and their travel needs.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of employment opportunities, local facilities and services and open space, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. This site is likely to commence development in post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>future risks and consequences of climate change;</p> <ul style="list-style-type: none"> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<p style="text-align: center;">O</p>	<p>solar and solar thermal technologies and medium potential for ground source heat pumps and district heating. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings as part of this allocation will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of</li> </ul>	<p style="text-align: center;">O +</p>	<p><b>Likely Significant Effects</b></p> <p>Development of this site would comprise brownfield land and in consequence, it is assumed that the potential for adverse effects on biodiversity (e.g. due to disturbance or habitat loss) would be reduced.</p> <p>The site contains no nature conservation designations and does not connect to any green infrastructure corridors. Sensitive lighting on the development is considered to be required through the existing planning consent to minimise disturbance to species within the area.</p> <p>Given the former factory use of the site, there is an opportunity for enhancement where a scheme to increase biodiversity and connectivity to the wider natural environment could be integrated.</p> <p>Taking into consideration the findings of the EIA accompanying the planning permission, this site has been assessed to have a likely neutral to positive effect in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>

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	<p>green infrastructure and the natural environment;</p> <ul style="list-style-type: none"> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Biodiversity will improve from the current baseline.</i></li> <li><i>The biodiversity value of the site is limited, although it is acknowledged that brownfield sites can have significant biodiversity value.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The type and location as well as mitigation measures are to be determined through masterplanning. This creates uncertainty as to the scale and significance of any effects.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="text-align: center;"><b>+</b></p>	<p><b>Likely Significant Effects</b></p> <p>Redevelopment of this 7 ha brownfield site is positive for using previously developed land. The planning permission's EIA concludes that there is potential contamination on the site in isolated areas, which would need to be remediated so the soil is suitable for residential gardens. The Council has already requested proof of this removal prior to development.</p> <p>In the long-term this should have a positive impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Any contamination of the site needs to be remediated appropriately for the proposed use.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The evidence base undertaken for the planning permission remains valid and has appropriately identified contamination issues and this will be dealt with appropriately through the remediation strategy.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p style="text-align: center;"><b>-</b></p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Revised Draft Water Resources Management Plan 2013 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 at 0.19M/d rising to 106M/d in 2039/40. A range of solutions are proposed to meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence and a three groundwater schemes</p> <p>In addition, 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. The sustainability strategy accompanying a</p>

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			<p>development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term.</p> <p>On balance, this has been assessed as having a negative impact on this objective although this may be offset in the long-term through incorporating water efficiency, which are yet to be determined.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Yorkshire draft Water Resources Management Plan (WRMP)(2013) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>• Promote reduction, re-use, recovery and recycling of waste;</li> <li>• Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of waste processed during the construction and remediation phases is unknown.</i></li> </ul>

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12. Improve air quality.	<ul style="list-style-type: none"> <li>• Reduce all emissions to air from current activities;</li> <li>• Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>• Support the development of city wide low emission infrastructure;</li> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	○	<p><b>Likely Significant Effects</b></p> <p>Despite being located outside of the City of York’s City’s Air Quality Management Area (AQMA), many of the roads affected by an increase in vehicle movement’s as a result of the Proposed Development in operation are located within an AQMA, or lead to areas that are. The city centre AQMA is within 500m to the south 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, further air quality assessment would be required.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short-distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are provided to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>On balance this site is appraised to have a neutral effect subject to the implementation of mitigation and ensuring the occupants on site have sustainable travel behaviour.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</i></li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>This development is located within Flood Zone 1 accordingly to CYC’s Strategic Flood Risk Assessment (2014), which is not a high risk flood zone.</p> <p>Surface water flooding is an identified issue within York. The scale of the development should allow for the incorporation of mitigation techniques</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>flood risk;</p> <ul style="list-style-type: none"> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>		<p>for the management of surface water flooding such as sustainable drainage (SUDs). Given that this is a brownfield site, it will need to ensure that the run-off rates do not exceed 70% of the existing rate through any re-development (based on 140 l/s/ha of proven connected impermeable areas). The details of this would need to be designed in to any masterplanning of the site.</p> <p>The impact on this objective should therefore be significantly positive in the long-term subject to the design and implementation of surface water management strategies.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The development of the site would require mitigation for surface water and that the site remains in flood zone</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">+ -</p>	<p><b>Likely Significant Effects</b></p> <p>The EIA accompanying the existing planning permission identified key heritage assets contained in and around the site. The Joseph Rowntree Memorial library (Grade 2 listed) 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. 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 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 HIA concurs that development on this site may have a detrimental impact to the attributes that contribute to the significance or the setting of these listed buildings. Inappropriate development surrounding the listed building may detract from their architectural significance. It may also have a detrimental impact on the character of the conservation area in general. The Almond Block Extension (1911) and Cream Block (1936) also remain and are recognisable, prominent landmark buildings. In addition, the Minster may be visible from the site. The heights of new builds must not detract from the dominance/importance of these landmark structures. Buildings need to be at an appropriate scale taking into account surrounding structures.</p> <p>The extant industrial buildings on site form an important part of York’s heritage relating to chocolate production and the Rowntree brand. Surrounding community buildings are generally associated with the Rowntree family and are also listed. Although not listed, inappropriate</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>development surrounding the extant factory buildings may detract from their local significance. New buildings need to be sympathetic to surrounding areas and consider appropriate use of materials, design, scale and layout.</p> <p>The construction of the factory will have had a negative effect on any surviving archaeology. There is no known archaeology on the site but the area was agricultural land until the creation of the factory and therefore pockets of archaeological deposits may survive on site. Further archaeological investigation by watching brief or trial trenching is needed to assess the nature and significance of any remaining archaeological deposits.</p> <p>The impacts of this development are currently assessed as having positive and negative impacts given the current uncertainty over design.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Masterplanning needs to take considerations of the views on site to ensure that they are not obstructed through development. Further analysis is required.</i></li> <li>• <i>In defining the development, the strong identity of the existing site and in particular the listed buildings need to be taken into consideration to ensure the setting and context of development is complementary to the historic assets and new development does not detract from the landmark buildings.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The findings of the EIA for the planning application remain valid.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The HIA concludes that development on this site may have a detrimental impact to the attributes that contribute to the significance or the setting of these listed buildings. Inappropriate development surrounding the listed building may detract from their architectural significance. It may also have a detrimental impact on the character of the conservation area in general. The Almond Block Extension (1911) and Cream Block (1936) also remain and are recognisable, prominent landmark buildings. In addition, the Minster may be visible from the site. The heights of new builds must not detract from the dominance/importance of these landmark structures. Buildings need to be at an appropriate scale taking into account surrounding structures.</p> <p>The extant industrial buildings on site form an important part of York's heritage/townscape relating to chocolate production and the Rowntree brand. Surrounding community buildings are generally associated with the Rowntree family and are also listed. Although not listed, inappropriate development surrounding the extant factory buildings may detract from their local significance. New buildings need to be sympathetic to</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%; background-color: #90EE90; height: 100px;"></div> <div style="width: 45%; background-color: #FFD700; height: 100px;"></div> </div>	<p>surrounding areas and consider appropriate use of materials, design, scale and layout.</p> <p>The HIA has identified that this site may offer enhancement for the landscape in this area from its redevelopment, particularly in positively contributing to the green infrastructure network in this area including Bootham Stray.</p> <p>Development in this location is likely to have positive and negative effects on the landscape..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Identification of views on the site to help inform the landscape strategy should be undertaken. This will help to maximise opportunities for informing the masterplanning process and increase design quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>A former industrial site can be enhanced through re-development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p><b>Summary</b></p> <p>Significant positive effects were identified for objective 1 (housing) due additional provision of a significant number of new dwellings and the anticipated provision of new facilities, and for objective 5 (equality) as a result of the incorporation of affordable housing and access to local services. No significant negative effects have been identified for the proposed development.</p> <p>A minor positive effect was recorded for objective 9 (land use) as a result of development on a brownfield site in need of remediation and objective 13 (flooding) due to the low flood risk and incorporation of sustainable drainage. Objective 10 (water) was assessed as a minor negative effect as a result of increased pressures on local water resources, as was objective 11 (waste) due to the overall increase in waste generation</p> <p>Objective 2 (health) has been assessed as having a mixed minor positive and negative effect due to access to open space and allotments and short term noise disturbance during construction, as has objective 3 (education and training) due to the proximity of primary and nursery facilities and lack of access to secondary schools. A mixed minor effect was also recorded for objective 4 (jobs) due to the generation of small scale job opportunities on site and short term construction jobs, however the development would result in an overall loss of commercial floorspace. The same effects were also recorded for objective 6 (transport) due to the availability of good sustainable transport links and potential increase in local congestion, objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences. Objectives 14 (cultural heritage) and 15 (landscape) was also assessed as having mixed effects due to the improved visual access to the conservation area and potential negative effects on listed buildings, and impacts on views and the heritage townscape.</p> <p>A mixed minor positive and neutral effect was recorded for objective 8 (biodiversity) due to the limited potential for biodiversity on site and the opportunities for enhancement schemes. Objective 12 (air quality) was assessed as a neutral effect due to the anticipated limited impacts on air quality due to the expected uptake of sustainable transport.</p> <p>There are uncertainties over the number of students from the development and number of jobs generated, the level of congestion, the amount of waste generated, flood risk and incorporation of sustainable drainage systems.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST18: North of Monks Cross

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>Promote improvements to the existing and future housing stock;</li> <li>Locate sites in areas of known housing need;</li> <li>Deliver community facilities for the needs of the population;</li> <li>Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p><b>0</b></p>	<p><b>Likely Significant Effects</b></p> <p>As an employment site there are not expected to be any new dwellings on the development. This has therefore been assessed as having a neutral effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to open space / multi-functional open space;</li> <li>Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes</li> </ul>	<p><b>+</b> <b>-</b></p>	<p><b>Likely Significant Effects</b></p> <p>The development of the proposed site would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The development currently has access to a variety of open space within proximity of which would help to promote healthy lifestyles.</p> <p>This development should support walking and cycling within the site given its location and should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities. New interconnected cycle and pedestrian networks should be provided to open space to maximise accessibility and health benefits, particularly connected to the potential new residential allocation adjacent to the northern</p> <p>The site has been used for agricultural purposes and therefore the risks of land contamination are considered to be low.</p> <p>A noise assessment is required to understand the likely impacts on existing residents and new residents on the site from the development as well as the A64/A1237. Initial investigations undertaken on behalf of the site promoter have found that the major noise source affecting the site is road traffic, both from the A1237 York ring road, and also from the Monks Cross Link road. Some noise from the operation of the industrial units was also present at areas close to the boundary with the Monks Cross development, although this was at a much lower level than the noise due to road traffic at locations close to the roads. The assessment has shown that noise decreases westwards across the site. Using the noise assessments closest to the main sources of noise has identified that mitigation in relation to buildings standards may be necessary to ensure</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>safety and security for residents;</p> <ul style="list-style-type: none"> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p style="text-align: center;"> <span style="background-color: #90EE90; display: inline-block; width: 10px; height: 10px; margin-right: 5px;"></span> <span style="background-color: #FFD700; display: inline-block; width: 10px; height: 10px;"></span> </p>	<p>there is not an adverse impact on health. The combined rating level of any building service noise associated with plant or equipment at the site should not exceed 5dB(A) below the background noise level at 1 metre from the nearest noise sensitive facades when assessed in accordance with BS4142: 1997, including any acoustic correction for noises which contain a distinguishable, discrete, continuous note (whine, hiss, screech, hum, etc.); noise which contain distinct impulses (bangs, clicks, clatters, or thumps); or noise which is irregular enough to attract attention. In addition an assessment of the impact of any additional vehicle movement on the noise level and locality would need to be assessed.</p> <p>The site is adjacent to existing residential areas. It is likely that there will be impacts on these neighbouring uses for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, it is anticipated that the impacts are likely to be positive in the medium to long-term as the facilities and open space are developed but may potentially have some short-term adverse impacts from site construction.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Outcomes of contamination and noise assessments should be updated in line with future masterplanning and implemented accordingly to minimise adverse effects on peoples health and well-being..</i></li> <li>• <i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>An initial noise assessment has been undertaken on behalf of the site promoters.</i></li> <li>• <i>Understanding of open space and pedestrian/cycle route provision is taken from the emerging masterplan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Noise levels at the development should not exceed those noted above..</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, construction and associated trade jobs would be generated throughout the construction of the development. employment practices in the companies that construct the development.</p> <p>There may also be longer term training opportunities available at the businesses on the completed development, although their extent and precise nature will be dependent on the businesses that locate at the employment.</p> <p>There are no nursery provisions within 800m of the development.</p> <p>Currently, the effects of this are assessed as potentially positive but with a negative assessment regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of skill enhancement and employment opportunities is not certain.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>The development is expected to generate 5,300 long term jobs, which would have a significant benefit for employment and economic growth. This would also help support business success.</p> <p>There are several options for sustainable travel to the development, which would promote low carbon commuting and travel, including frequent and non-frequent buses routes and cycle/pedestrian links.</p> <p>As this is an urban extension to an existing commercial area, the nature and scale of businesses at the site would need to complement and be balanced with the needs of the city centre, to ensure that the development does not detract from the city centre.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon market forces. In addition, the local centre is likely to generate a small number of jobs on the site in the long-term.</p> <p>This has been assessed as a significant positive effect.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>		<ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> <li>Promote the safety and security for people and/or property.</li> </ul>	0	<p><b>Likely Significant Effects</b></p> <p>As the development is envisaged for industrial and distribution use there is not anticipated to be new services or facilities included in the development. As such, this has been determined as a neutral effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> </ul>	+ +	<p><b>Likely Significant Effects</b></p> <p>The site is highly accessible from sustainable modes of transport, including frequent and non-frequent bus routes within 400m of the site, a Park and Ride stop within 400m of part of the site, and a cycle route on or adjacent to the development. Any new cycle or pedestrian routes within the development should link up with existing routes to enhance access.</p> <p>The size of the employment development may also generate additional car journeys which could result in additional peak hour traffic flows onto the Monks Cross link and from the ring-road (A1237/A64). The likely increase in traffic is expected to exacerbate the peak hour congestion. Additional impacts on the strategic road network would require consideration by the Highways Agency and may require enhancements to mitigate any identified effects.</p> <p>As a result, this has been assessed as a mixed significant positive and minor negative effect on this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Improve congestion.</li> </ul>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 15px; height: 15px; background-color: green; margin-right: 5px;"></div> <div style="width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></div> </div>	<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Further detailed transport assessment is required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of sustainable transport to the development is not certain.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 15px; height: 15px; background-color: lightgreen; margin-right: 5px; text-align: center;">+</div> <div style="width: 15px; height: 15px; background-color: yellow; margin-right: 5px; text-align: center;">-</div> </div>	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials.</p> <p>Once occupied, an increase in energy consumption in from the employment site is also expected to contribute to an increase in greenhouse gas emissions. Additional non-sustainable journeys made by site users would also contribute to increased emissions in the longer term. The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. BREEAM standards could be used to minimise impacts from any development. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation is currently uncertain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; justify-content: space-between;"> <span style="width: 15px; height: 15px; background-color: #90EE90;"></span> <span style="width: 15px; height: 15px; background-color: #FFD700;"></span> </div>	<ul style="list-style-type: none"> <li>The scale of effects as a consequence of occupation is unknown.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>This site would need to incorporate and consider green infrastructure as set out by policies within the Local Plan, relating to their creation, preservation and enhancement.</p> <p>The site is predominantly arable farmland comprising large fields interspersed with hedgerows. It is not in close proximity to nationally/internationally designated nature conservation sites. However, the site is adjacent to a Candidate SINC to the west. 'New Lane Meadows' is an area of neutral grassland. This is identified as a priority habitat within the Biodiversity Action Plan and therefore needs to be considered appropriately within ongoing masterplanning. Typically this site is species-rich grassland on better drained soils occurs mainly in small enclosed fields in the City of York, often bearing the ridge-and-furrow imprint of pre-enclosure cultivation. The characteristic plant community is MG4 which is characterised by the presence of Greater Burnet (<i>Sanguisorba officinalis</i>) and Meadow Foxtail but also support many other species. These areas would need to be considered sensitively in ongoing masterplanning to ensure that adverse effects are avoided.</p> <p>This area of York also has a number of ponds with known populations of Great Crested Newts. The populations of GNCs would be need to taken into consideration within any site design to ensure that the integrity of their environment can be maintained.</p> <p>A linear wildlife corridor has also been created surrounding the existing Monks cross development which would need to be maintained in relation to development. Land to the west, not identified in the boundary of the site, is proposed for ecological enhancement, recreation and drainage mitigation. This would offer enhancement opportunities.</p> <p>In addition, initial ecology evidence gathered on behalf of the site promoter has identified:</p> <ul style="list-style-type: none"> <li>Neutral grassland occupies approximately two thirds of the application site, the majority of which has at one point been subjected to some degree of agricultural improvement. Grassland in the site is nearly all species poor either through agricultural improvement or cessation of grazing leading to domination of coarse grasses.</li> <li>The site supports a strong network of low to moderately diverse hedgerows, eleven of which can be defined as 'Important' under the Hedgerows Regulations 1997.</li> <li>Due to the presence of many well connected ponds both on and surrounding the site, combined with the knowledge that great crested newt populations are present in the area, survey was undertaken for GNCs. The results demonstrate that there is a small population of great crested newt present in two ponds on site with the discovery of eggs confirming that they are actively breeding. The immediate area contains good terrestrial habitat.</li> <li>The buildings to the north are assessed as having either very limited or no bat roost potential. Many of the mature trees, however, have been found to support features with bat roost potential, such as cavities, split limbs and woodpecker holes. The vast majority of the site is considered to be of low importance to foraging bats. In addition the hedgerow network and mature trees represent a well-connected corridor through the site, which presents opportunities for localised foraging/commuting. Further survey revealed that Bat activity across the site was generally low, associated with common species and largely centred around a single farm track which runs off Garth Road. A small common</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>pipistrelle roost was found within a tree located within a hedgerow in this location.</p> <ul style="list-style-type: none"> <li>• A breeding bird survey carried out revealed that a total of 47 species were recorded during the breeding bird survey. Of these, none were listed on Schedule 1 of the Wildlife and Countryside Act 1981, thirteen were listed on the UK Biodiversity Action Plan and/or the UK Red List and a further eight were listed on the UK Amber List. Though not recorded during the Ornithological registration mapping a barn owl roost is found on site and barn owls are thought to have bred on site in owl boxes the past.</li> <li>• The risk of reptiles occurring on site is considered to be very low and no further survey or precaution is deemed necessary in support of this.</li> <li>• A small amount of suitable water vole habitat is present on site in the form of ponds and drainage ditches; however these are small in extent and isolated from each other by pasture and arable fields.</li> <li>• Due to a lack of intensive management and structural complexity, some of the habitats on site, such as the rough grassland and ponds have the potential to support notable assemblages of invertebrates. Further survey work is ongoing to identify the invertebrate populations.</li> </ul> <p>The site will also be required to include on-site provision of open space which could help for connecting with green infrastructure throughout the site. Different types of space should be provided to provide a diverse range of recreational opportunities. Similarly, the site should provide spaces for people to access and enjoy the natural environment. In order to demonstrate this, masterplanning should include a green infrastructure/landscape strategy to ensure these benefits are maximised. Overall, this site could be incorporated into the Green Infrastructure scheme on site enabling a long-term positive outcome towards this objective.</p> <p>Preliminary masterplanning has integrated greenspace to the western edge of the site to provide a degree of separation to the existing Candidate SINC. It has also identified to the east of the site swales with accessible pathways for recreation as well as ecological and drainage mitigation as part of a comprehensive landscape plan.</p> <p>This site has a number of species and landscape features which need to be carefully considered and mitigated through masterplanning. For this reason the site has scored negative impacts as the scale of effects would be subject to implementation and successful mitigation, as agreed by CYC.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should prioritise locations away from any areas identified to have high ecological interest to minimise disturbance and allow any ecological enhancement/mitigation to establish.</i></li> <li>• <i>A full Green Infrastructure Plan for the development should be developed, incorporating open space and a biodiversity management plan.</i></li> <li>• <i>Established hedgerows should be maintained where they function as wildlife corridors and foraging habitats.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>A programme of further studies to be agreed between site promoters and CYC ecologists as part of the ongoing masterplanning process.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li><i>Initial ecological evidence referenced has been prepared by Brooks Ecological on behalf of the site promoters.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The implementation timescale of mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="text-align: center;">- -</p>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 3 agricultural land, which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area and would therefore have a negative impact on this objective.</p> <p>The site has been used for agricultural purposes and therefore the risks of land contamination are considered to be low. Further ground investigations should be undertaken to confirm this.</p> <p>As part of the development of the site there will be a need to incorporate a variety of open space, including allotments. This would have a positive impact on this objective in the medium to long-term, subject to further masterplanning and implementation.</p> <p>On balance this site is scored significantly negative due to it being a greenfield site and in an area of predominantly high grade agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A full ground conditions survey will be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The terms and outcomes of any survey will be in discussion with appropriate officers at CYC.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The implementation and scale of allotments provision is currently uncertain.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in commercial activity will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP,</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>to be adopted in 2019.</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 mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Yorkshire Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>• Promote reduction, re-use, recovery and recycling of waste;</li> <li>• Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in commercial activity will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and remediation phases is unknown.</i></li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>There are no AQMAs adjacent to this site. However, the potential for increased congestion/ traffic flows associated with both construction and operational traffic, air quality levels should be monitored and managed as there are potentially large air quality implications for the arterial routes in towards the city. There is an AQMA around the city centre, which may be affected should travel increase towards the city centre. There may also be short-term adverse impacts arising from construction activities relating to, for example, on-site HGV movements, dust and emissions associated with the use of machinery. A full air quality impact assessment is therefore required.</p> <p>Preliminary air quality appraisal undertaken by the site promoters has considered the potential impacts on the development. The main air pollution constraint potential is associated with nitrous oxide emissions from traffic on nearby roads including Monks Cross Link and North Lane. Existing air quality monitoring in this area suggests that of nitrous gases and particulates are below levels which are at risk of being exceeded. Mitigation measures are suggested to include sustainable travel planning and education to minimise the amount of vehicles trips from the site. It is concluded that there is anticipated to be risks in relation to air quality but that further evaluation is needed following further transport modelling.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short-distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Overall the impact of this site could be negative subject to the implementation of further appraisal, mitigation and ensuring the occupants on site have sustainable travel behaviour.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Initial work to appraise air quality has been undertaken by the site promoters. A full air quality assessment will be undertaken alongside ongoing masterplanning of the site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<i>the site.</i>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>This development site is predominantly flood zone 1 which is an area of low flood risk. In addition, pluvial flooding and surface water management need to be considered. This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose open space to minimise further flood risk as a result of any development.</p> <p>A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>Initial flood risk and drainage assessment undertaken on behalf of the site promoter has identified</p> <ul style="list-style-type: none"> <li>• East Huntington culvert, a 1500mm via culverted watercourse, crosses the site from west to east, ultimately connecting off site with Pigeon Cote Dike and Shaws Dike. The IDB have stated that a 9m easement would be required either side of this, subject to further survey;</li> <li>• Ground conditions may not be suitable for infiltration SuDS. Further work is required to confirm ground conditions;</li> <li>• SuDS opportunities include storage basins and swales to be within the land east of Monks Cross Link, with a restricted discharge to the Sow Dike watercourse system. Treatment trains to be incorporated into the SuDS systems.</li> </ul> <p>Provision of surface water attenuation and restriction to the equivalent greenfield runoff rates should mean that there are no adverse residual effects. Provision of surface water attenuation in above ground SuDS features will provide a beneficial residual effect in terms of the amenity and bio-diversity value of the area.</p> <p>This has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Ongoing flood risk management planning is undertaken and fed into the masterplan of the site.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The development of the site would require mitigation for surface water.</li> <li>Flood risk and surface water management is agreed with CYC and associated bodies, where applicable.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>O -</p>	<p><b>Likely Significant Effects</b></p> <p>There are no designated heritage assets within the site but the HIA has identified non designated landscape features exist across the site including the potential medieval ridge and furrow. The ridge and furrow may protect earlier landscape features lying beneath it. The former line of the railway from York to Beverley also crossed the site.</p> <p>A desk based and geophysical survey undertaken on behalf of the site promoters has confirmed that the site has low archaeological potential. Results of the geophysical survey did not reveal significant anomalies but did confirm medieval farming practices, although ridge and furrow earthworks, where they survive, are of low quality, being largely levelled through more recent ploughing. The HIA states that further inspection of ridge and furrow on the site should take place to decide which areas merit preservation as part of open space. In addition, the former railway line should be revealed, if possible.</p> <p>The Heritage Impact Assessment (2014) has identified potential issues in relation to compactness and landscape and setting. Whilst this site is located within the inner ring-road to would expand the urban boundary outwards, which would increase the distance from the city centre to the edge of the urban area. However, this is situated adjacent to the existing Monks Cross commercial centre and offers the opportunity to extend the character of this or create its own identity.</p> <p>On balance there is potential for this site to have a neutral to minor negative impact on heritage assets and their setting.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In defining the development, the strong identity of the site needs to be taken into consideration so that this is not lost through merging with existing development.</li> <li>Ridge and furrow should be preserved where well preserved.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Archaeological assessment referenced has been undertaken on behalf of the site promoters. Intrusive archaeology should be undertaken as part of the emerging masterplanning process and as agreed with CYC.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Further analysis is required to understand the specific views into/out of the site. This will need to feed into the masterplan of the site.</li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	<p><b>O -</b></p>	<p><b>Likely Significant Effects</b></p> <p>The landscape in this area is predominantly arable. The landscape of the area varies from east to west with the west being interrupted and screened by dense hedgerows creating an historic enclosure landscape and the east primarily large fields with sparse hedgerows.</p> <p>The HIA also identified that the development of the site would reduce the field margin between the ring road and urban areas making it more visible in this location which would have an impact on the rural setting of the city. This area contributes to the rural setting of Huntington and York but is not designated within the historic character and setting study looking at the purposes of the Green Belt. In order to mitigate this, as much of the inherited landscape characteristics should be retained within any design proposal, e.g. using existing boundaries to guide development plots and retaining as many green boundaries as possible. The site also needs to contain a strong element of green infrastructure to help retain the open and rural feel, particularly to the eastern boundary and to the west to retain the setting of Huntington Village. It would also be preferable for the proposed development to be reduced in the north-eastern corner to the line of North Lane to set back development and create a gap between the development area and the ring road.</p> <p>A landscape and visual appraisal for the site has been undertaken on behalf of the site promoters to feed into masterplanning. Opportunities and landscape principles identified for the site should include:</p> <ul style="list-style-type: none"> <li>The retention / enhancement of existing features on the site including trees, hedgerows and evidence of historic ridge and furrow systems. Opportunities for other landscape features from the wider area to be incorporated into the proposed development include: existing settlement patterns of linear villages with buildings set back behind wide grass verges and village greens, and, introduction of wetland to alleviate flood risk and provide additional habitats.</li> <li>Setting building lines back to allow for grass verges along the streets. Low scale development with a strong landscape structure would be sensitive to the surrounding village character, including Huntington Village conservation area.</li> <li>Green infrastructure corridors to provide wildlife habitat and movement corridors and a transition from the urban area to the surrounding rural land. Introduce a network of green infrastructure to contribute to the sense of place as urban / rural fringe and provide a transition between</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>the built up townscape and the rural areas.</p> <ul style="list-style-type: none"> <li>• Reflect traditional field patterns in the masterplan layout where possible.</li> <li>• Introduce wetland habitats to contribute to flood attenuation, landscape character and habitat value of agricultural fields.</li> <li>• Provide pedestrian and cycle links, connecting to the surrounding network including a link to Monks Cross Retail Park and to Huntington village.</li> </ul> <p>All of these principles have been used to inform the emerging masterplanning of the site and their implementation may reduce negative impacts from development.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>This site has been appraised to have a minor negative or neutral impact depending on the implementation of mitigation and treatment of the landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>To reduce the impact development of the rural character, any development scheme must incorporate appropriate buffering to reduce visibility of development.</i></li> <li>• <i>Emerging masterplanning should incorporate the findings of the landscape appraisal to help minimise impacts in this location.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the landscape masterplan to ensure the integrity of the deposits.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating an independent identity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The preliminary Landscape Appraisal has been completed on behalf of the Landowners/developers.</i></li> <li>• <i>Preliminary masterplanning has been undertaken by the landowners/developers. Masterplanning is ongoing.</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</li> <li>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy.</li> </ul>

**Summary**

Objective 4 (jobs) has been assessed as a significant positive effect due to the generation of over 5,000 new jobs. A significant positive effect was also recorded against objective 6 (transport) due to the accessibility by sustainable modes of transport. Objective 9 (land use) was identified as a significant minor effect due to the loss of classified agricultural land.

Objective 13 (flooding) was recorded as a minor positive effect due to the low flood risk and expected uptake of sustainable drainage on site. A minor negative effect was recorded against objective 6 due to the expected increase in traffic and peak hour congestion, objective 8 (biodiversity) due to potential impacts on a number of species, objective 10 (water) as a result of increased pressures on local water resources, objective 11 (waste) due to the overall increase in waste generation, and objective 12 (air quality) due to the potential for increased congestion and deterioration of local air quality.

A mixed minor positive and negative effect has been identified for objective 2 (health) due to access to open space and promotion of walking and cycling and long term noise impacts from the development, and for objective 3 (education and training) due to the generation of training opportunities at the new businesses and the lack of nursery provision. A mixed effect was recorded for objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the industrial usage.

A mixed minor negative and neutral effect was identified for objectives 14 (cultural heritage) and 15 (landscape) due to the low archaeological potential on site, and potential impacts on compactness, landscape and setting.

A neutral effect has been recorded against objective 1 (housing) and 5 (equality) as the site will not include housing or facilities.

There are uncertainties over the number of construction jobs generated, uptake of sustainable transport, the amount of waste generated and the impact on views.

**Key**

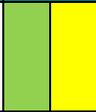
Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST20: Castle Piccadilly

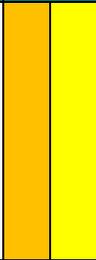
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
1. To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> <li>Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>Promote improvements to the existing and future housing stock;</li> <li>Locate sites in areas of known housing need;</li> <li>Deliver community facilities for the needs of the population;</li> <li>Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	+ ○	<p><b>Likely Significant Effects</b></p> <p>Residential development would be supported on Castle Piccadilly alongside a mix of other uses as part of an area of opportunity for sustainable regeneration. Specific levels of housing are not specified for this site given that it could support mixed use. Locating residential development in this location however would provide dwellings in close proximity to a range of services and facilities within the city centre, the majority of which would all be within 400m.</p> <p>Overall, this site has been assessed as having a permanent positive effect on this objective as well as a potential neutral effect should residential development not be delivered in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The final number of homes and housing mix developed on this site will be subject to masterplanning.</i></li> </ul>
2. Improve the health and well-being of York's population.	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to openspace / multi-functional openspace;</li> <li>Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> </ul>	+ -	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site openspace, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>Castle Piccadilly is an area of opportunity within the city centre. It has access to a number of healthcare facilities within proximity as well as city centre openspace such as Rowntree Park (800m). It is also highly accessible and would support walking and cycling given its location. It would connect well to any existing routes within the vicinity to create sustainable routes to existing facilities. Interconnected cycle and pedestrian networks exist on the road frontage.</p> <p>The location of the site within the city centre may lead to some impact from noise arising from commercial and traffic uses. A balance would need to be made between uses on site to ensure that no adverse effects to well-being of residents or workers occurred. Also, the site is within the City AQMA. Development in this location would need to ensure no adverse effects to air quality.</p> <p>This is a brownfield site which has been used for mixed use (retail, car park, warehousing). In addition, the on-site heritage asset of Cliffords Tower has a long history of military use. There therefore may be a risk of contamination which would need to be established through further</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	<ul style="list-style-type: none"> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>			<p>ground conditions surveys.</p> <p>On balance, it is anticipated that the impacts are likely to have positive and negative effects.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Development would need to minimise effects on air quality and mitigate noise to avoid effects on peoples health and well-being.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of openspace will be subject to masterplanning.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Educational provision will need to be in line with policies set out in the Local Plan. Provision for education would only be relevant should a proportion of the site come forward for development. The site is within proximity of a number of primary schools, one of which is within 400m of the wider site boundary, which is positive for this objective although capacity would need to be established.</p> <p>The site is within proximity of a number of primary schools which is positive for this objective.</p> <p>Mixed use development of this site is likely to provide long-term jobs on site in the long-term. There would also be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon market forces.</p> <p>It is anticipated that this should have a significant positive impact on this objective but with some uncertainty regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The type and scale of uses to be brought forward for development.</li> <li>The level of demand which may arise for school places as a result of any residential development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p style="text-align: center;"><b>++</b></p>	<p><b>Likely Significant Effects</b></p> <p>This is a city centre site with support for mixed use regeneration. It is located adjacent to other retail and leisure functions within the city and would capitalise on existing linkages as well as extend the retail/business function of the city centre. This would not only provide jobs in the long-term but also support the vitality and viability of the city centre in the long-term.</p> <p>Temporary jobs would also be generated through the construction of the site in the short to medium term and may generate opportunity for training, dependent upon market forces.</p> <p>Should it provide residential development on site, it would support the housing of the local workforce within the city helping to support the overall economy.</p> <p>This site is therefore likely to have a positive short term direct effect and long-term indirect permanent effect on this objective through the provision of housing</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The type of uses on the site is yet to be determined.</i></li> <li>• <i>The number and type of jobs to be provided as well as their timescales is uncertain and will be dependent upon the works/occupation of the site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> </ul>	<p style="text-align: center;"><b>+ ?</b></p>	<p><b>Likely Significant Effects</b></p> <p>This is a highly accessible site within the city centre. There are frequent and non frequent bus routes which stop within the boundary of the site, including 4 park and ride buses. In addition it is well connected to the city centre via pedestrian routes, which is likely to enable access for all.</p> <p>The impacts on this objective are largely dependent upon the uses on the site. Therefore there is also some uncertainty in relation to meeting this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Promote the safety and security for people and/or property.</li> </ul>		<ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p><b>++</b></p> 	<p><b>Likely Significant Effects</b></p> <p>The site is located within the city centre allowing access to a variety of transport modes. The site has access to both frequent and non-frequent routes going to a variety of locations into and out of York, which could be used without further infrastructure improvements. This includes 4 park and rides bus routes allowing the site to be accessible by modes other than the car. The park and rides are likely to capture the majority of demand for city centre travel from the suburban area and from outside of York.. In addition the train station is within 10 minutes walk which means that, for commercial ventures, there is access to a wider market beyond York easily accessible. There are also existing pedestrian routes as well as cycle routes adjacent to and throughout the city centre making this a highly sustainable and accessible location.</p> <p>As part of the redevelopment access by car may become limited. This would have positive effects on congestion within the city centre. Some parking would need to be retained for people with accessibility issues.</p> <p>This site has been identified to a significant positive on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A full access and movement strategy is developed to maximise connectivity to the York city centre and beyond.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of congestion as a result of this development and as a result of its occupation.</li> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable,</li> </ul>	<p><b>+</b></p> 	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents.</p> <p>This is a highly sustainable location that should be well served by sustainable modes of transport. This should have long-term effects because it is likely to not incur significant additional trips. The size of the site would also 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 greenhouse gases and</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>low and zero carbon technologies;</p> <ul style="list-style-type: none"> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>		<p>ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. This site is likely to commence development post-2016 and therefore will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy and through ensuring access via sustainable transport modes..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Any residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale of effects as a consequence of occupation is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> </ul>	<p>- ?</p>	<p><b>Likely Significant Effects</b></p> <p>This site would need to incorporate and consider green infrastructure as set out by policies within the Local Plan, relating to their creation, preservation and enhancement.</p> <p>This is a brownfield site in the city centre which is currently likely to have limited biodiversity assets on the area of hardstanding. However, the River Foss crosses from north to south through the site and is considered as a Regional Green Corridor as well as a Site of Local Interest. Any development would need to ensure this is sensitively included within any masterplanning for the site. The Biodiversity Action Plan (2013) states that the river itself has quite high nutrient levels whilst its floristic diversity is limited and has declined, it is still important for the movement of wildlife into the urban area. It is particularly important for otter and water vole and is also likely to be significant for bats. There may be opportunities for enhancement in this location prior to the rivers confluence with the River Ouse.</p> <p>Further evidence would be required to more fully determine impacts on biodiversity and therefore this site is scored as uncertain and potential negative.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>N/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>N/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The type of ecological interest is yet to be fully determined. The scale and residual effects of development are therefore also uncertain.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="text-align: center;"><b>++</b></p> 	<p><b>Likely Significant Effects</b></p> <p>This site is brownfield and located within the city centre which would help to re-use previously developed land. This would be a significant positive in the long-term for this objective.</p> <p>The site has been used for a range of purposes and there is therefore a risk of land contamination. Further ground investigations would be required to establish this.</p> <p>This site is scored as significantly positive due to the sites brownfield land status and the potential for regeneration to remediate any contamination on site.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A full ground conditions survey will be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The terms and outcomes of any survey will be in discussion with appropriate officers at CYC.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Ground conditions are unknown without further investigation.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	<p style="text-align: center;"><b>-</b></p> 	<p>An increase in population/occupation will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to</p>

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			<p>be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</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 also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Given that the River Foss runs through the middle of this site and there are identified ecological benefits connected with this, any future proposals would need to ensure that there are no adverse effects to the river.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Yorkshire draft Water Resources Management Plan (WRMP)(2013) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>• Promote reduction, re-use, recovery and recycling of waste;</li> <li>• Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and remediation phases is unknown.</i></li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	<p style="text-align: center;">- +</p>	<p><b>Likely Significant Effects</b></p> <p>The site is within the City Centre AQMA. Development in this location would need to ensure no adverse effects to air quality through its redevelopment. Redevelopment of this site may have a positive outcome for this given that it has existing access to facilities and sustainable transport provision within a short-distance enabling people to use alternatives to care.</p> <p>The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour and the consequential impact on air quality. The infrastructure should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>There are likely to be emissions relating to construction due to increased trips connected with HGVs and construction vehicles for the duration of the development. Given the scale of the site, this may have an in-combination effect relating to citywide development. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of occupants in the long-term.</p> <p>Overall the impact of this site could be positive and negative impacts.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>This incorporates high flood risk areas to the eastern side of the river (Flood zone 3a) and predominantly zone 1 to the western of the River Foss. The SFRA (2013) sets out that suitable development for flood zone 3a includes some commercial uses as being water compatible in this location. Other uses may be subject to an exceptions test.</p> <p>Given that this is a brownfield site, surface water runoff rates for developments in this zone should be, where practicable, restricted to either existing run-off rates or would need to be based on 140 l/s/ha, in accordance with The Building Regulations 2007, Part H.3, with a reduction of 30% in runoff.</p> <p>A full Flood Risk Assessment for this development would be required to more fully understand the impacts of development on this site.</p> <p>The impact on this objective has been identified as minor negative due to small areas of high flood risk and work is ongoing to identify drainage solutions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The development of the site would require mitigation for surface water.</i></li> <li>• <i>Flood risk and surface water management is agreed with CYC and associated bodies, where applicable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Land use on the site is yet to be decided and therefore the impacts of the type of development is currently unknown.</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage</li> </ul>	- ?	<p><b>Likely Significant Effects</b></p> <p>This site is adjacent to significant designated heritage assets which are important buildings/monuments with a high level of cultural and historical significance. These include Clifford's Tower (SAM), The Eye of York/ Castle Museum and Fairfax House (Grade 1 listed building). The city centre location for this site also means that there are other significant heritage assets within close proximity including medieval and 18<sup>th</sup> century buildings and it sits within a designated area of archaeological importance (AAI). The setting of these heritage assets will be important when considering any regeneration of the site. The HIA confirms that:</p> <ul style="list-style-type: none"> <li>• There are views of Clifford's Tower from the corner of Piccadilly and Merchantgate and panoramic views from Clifford's Tower (including of the Minster) identified in York Historic Core Character Area Appraisal (YHCCAA Key View 15 and 16). There are also local views across the Eye of York area of Clifford's Tower and River Foss. Inappropriate development may restrict or remove existing views causing harm to the setting of area within the historic core. Where this may impact upon key views the threat becomes more significant. Opportunities from</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	Topic Paper.		<p>development of this site are also identified should regeneration reveal new views of the River Foss and the Castle area from Piccadilly.</p> <ul style="list-style-type: none"> <li>• Inappropriate development may detract from the most significant buildings in the area. The buildings of highest significance in this area are protected through listing. However, re-development may have a detrimental impact on the setting of the listed buildings within and surrounding the site. It may also impact upon the Scheduled Area of the Castle or have a detrimental impact on the Core Conservation Area in general. Development should be sympathetic in scale and material to buildings of significance. Sympathetic styles, scale, material and appropriate layout of new builds required in relation to listed and scheduled monuments.</li> <li>• Potential loss of 20<sup>th</sup> century buildings on Piccadilly will remove an element of the architectural legacy in this area. New buildings will add to legacy and there is therefore an opportunity to request high quality design – in particular reflecting designs seen in other parts of the city or those which are York specific.</li> <li>• Archaeological investigations have revealed a wealth of features and deposits across this site dating from the Roman period to present day, in addition to the visible heritage assets in the area. There is the potential for further archaeological deposits to remain in undisturbed pockets of land across the site. This area is also York’s most significant in terms of Anglian (potential) and Anglo- Scandinavian archaeology. Extensive remains of the settlement of Jorvik were excavated during the re-development of the Coppergate area (included within the boundary of this opportunity area). This provided the basis for one of York’s biggest tourist attractions – The Jorvik Viking Centre. Any development in this area has the potential to have a negative impact upon archaeological deposits. Non-intrusive archaeological investigation and analysis of previous investigations should precede any archaeological excavation to assess the nature and significance of any archaeological deposits on site. Appropriate archaeological investigation such as trial trenching will be needed to assess the nature and significance of any archaeological deposits on site and inform mitigation strategies.</li> </ul> <p>On balance there is potential for this site to have significant negative effects. However, there are also opportunities to add to York’s legacy and knowledge through regeneration of the site although this relies on masterplanning/archaeological excavations and is therefore uncertain. The site has therefore been scored both negative and uncertain effects.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>N/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Further analysis is required to understand the specific views into/out of the site.</i></li> <li>• <i>Further understanding of the archaeology of the site need to be undertaken prior to regeneration.</i></li> <li>• <i>Types of uses and their scale/massing are currently unknown.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">+   -</p>	<p><b>Likely Significant Effects</b></p> <p>This area of the city offers a rich and diverse townscape of historic value. The Heritage Impact Assessment concludes that regeneration of this area has the potential to both harm and improve this urban landscape.</p> <p>The west side of the opportunity area offers significant heritage assets and landmark monuments as well as existing 20<sup>th</sup> century retail. There are small squares as the one created by the Coppergate centre and the much grander Eye of York. In contrast Piccadilly is a broad, generally straight street leading towards Parliament Street (centre of the city) from the Fishergate area outside of the city walls comprising primarily of retail frontages although one of its key features is the Grade 1 list Merchant Adventurers Hall. Whilst they are slightly different in character, the whole site offers a mixture of 20<sup>th</sup> century industrial and commercial buildings alongside medieval buildings, ancient monuments and 18<sup>th</sup> century civic buildings. The most historic of these buildings adjacent are listed and will therefore remain as part of any re-development. Inappropriately scaled buildings or poor architecture may threaten this element to urban form and large scale re-development may result in the loss of some of the rich townscape element.</p> <p>A number of opportunities for this area have been identified which may help enhance the landscape in comparison to the existing baseline:</p> <ul style="list-style-type: none"> <li>• Elements of the industrial past of this area could be represented in the new development;</li> <li>• Opportunity to improve Piccadilly through tree-planting and public realm enhancement</li> <li>• Opportunity to re-vamp the squares in this area in particular the one formed by the Coppergate centre.</li> <li>• Opportunity to create good quality shop fronts to modern buildings.</li> <li>• Opportunity to strengthen this element of urban form using strong architecture at the right scale.</li> <li>• Re-development will enhance this commercial area of the city centre and bring it closer to the outlying residential areas of Walmgate.</li> <li>• Redevelopment may have a positive impact on this character element as there is an opportunity to reveal the River Foss from Piccadilly and the Castle area.</li> <li>• Opportunity to increase public access to the river.</li> </ul> <p>On balance, there are likely to be both positive and negative effects through the regeneration of this character area.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale and type of effects will be determined through the masterplanning process and appropriate landscape strategy.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
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**Summary**

Significant positive effects have been identified against SA Objective 4 (jobs) as a result of the provision of short term and permanent jobs associated with this City Centre regeneration proposal. . Objective 6 (transport) was also recorded as a significant positive effect due to the available modes of sustainable transport which would support a reduction in car use, in addition to objective 9 (land use) as a result of the reuse of previously developed brownfield land. The regeneration of a brownfield site and the potential for its remediation (should it be contaminated) was assessed as a significant positive against Objective 9 (Land Use). In addition to the significant positive effect, an uncertain effect was also recorded against objective 9 (land use) due to the uncertainty relating to ground conditions as a result of known historic contamination. No significant negative effects have been identified.

A minor positive effect has been determined against objective 1 (housing) since residential development would be supported as part of a mixed use city centre development. However this positive affect is based upon a presumption that residential development will come forward as part of the proposals. Positive effects have also been identified against SA Objective objective 7 (climate change) due to the promotion of sustainable transport and anticipated inclusion of climate change mitigation measures. A minor negative effect has been recorded for objective 10 (water) as a result of the increased pressures on local water resources and potential effects on the River Foss, objective 11 (waste) due to increased waste generation from the development, and objective 13 (flooding) due to the flood risk on site.

Objective 2 (health) has been assessed as a mixed minor positive and negative effect due to access to open space and outdoor activities and potential noise issues from commercial uses and traffic. A mixed effect was also identified for objective 12 (air quality) due to the expected uptake of sustainable transport benefiting local air quality and the potential impacts on the City Centre AQMA (which the site is within) and objective 15 (landscape) due to the benefits for compactness, however inappropriate development may threaten the rich townscape character around the site.

A mixed minor negative and uncertain effect was recorded for objective 14 (cultural heritage) due to potential impacts on the setting of heritage assets and the uncertain presence of archaeological features or deposits. A mixed negative and uncertain effect was recorded for objective 8 (biodiversity) due to the limited biodiversity anticipated on a brownfield site plus the uncertain effects on the nearby designated sites. The development of this site would need to accord with those green infrastructure policies contained with the draft Local Plan.

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST21: York Designer Outlet (Leisure Allocation)

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>As a leisure site there are not expected to be any new dwellings on the development. This has therefore been assessed as having a neutral effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to openspace / multi-functional openspace;</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>+      -</p>	<p><b>Likely Significant Effects</b></p> <p>There is access to existing open space at the development which would help to promote outdoor leisure activities and a healthier lifestyle. The inclusion of cycle and pedestrian routes to the development would also help to support an active lifestyle.</p> <p>The development would take place on the existing site of the York Designer Outlet, so there is the potential to cause short term noise disturbance during construction for employees and users of the Designer Outlet stores. A small number of residential properties are located adjacent to the Designer Outlet site which may also experience disturbance.</p> <p>In the longer term, health risks from additional noise disturbance are not anticipated, however an assessment of the impact of any additional vehicle movements on the noise levels would need to be performed.</p> <p>There are no healthcare facilities within 800m of the site. It is assumed that any potential land contamination issues would have been remediated as part of the Designer Outlet development.</p> <p>Overall a mixed minor positive and negative effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An assessment of the impact of vehicle noise should be undertaken.</i></li> <li>• <i>Open space and pedestrian and cycle routes should be included in the development.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of open space to be included in the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction of the development. The level of training and skills development in associated industries would be dependent upon employment practices in the companies that construct the development.</p> <p>There are also expected to be longer term opportunities for employees of the new leisure facilities to undertake training and development skills.</p> <p>There are no nurseries present within 800m of the site.</p> <p>Due to the skills and training opportunities provided, this has been assessed as a minor positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of skill enhancement and employment opportunities is not certain.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The development is expected to deliver both short and long term employment opportunities. Temporary jobs at the development would be generated through the construction period. In the long term, the new leisure facilities including hotel and cinema are expected to create jobs and help promote the local economy. The inclusion of new facilities such as a cinema may also attract more users to the existing Designer Outlet stores, further supporting business success and economic growth.</p> <p>As this is an out of town development area, the nature and scale of businesses at the site would need to be balanced with the needs of the York city centre, to ensure that the development does not detract from the city centre.</p> <p>There are several options for sustainable travel to the development, which would promote low carbon</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>commuting and travel.</p> <p>Overall this has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The number of long term jobs to be generated at the development is uncertain.</li> <li>• The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>New leisure facilities such as a cinema are proposed for the site, which is highly accessible by road or public transport. This would contribute towards the provision of accessible facilities for the local population.</p> <p>There will be no housing provision as part of the development.</p> <p>This has been assessed as a minor positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The facilities provided will be subject to masterplanning and occupation following development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>++</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The site is highly accessible from sustainable modes of transport, including frequent and non-frequent bus routes within 400m of the site, a Park and Ride stop within 400m of part of the site, and a cycle route on or adjacent to the development. Any new cycle or pedestrian routes within the development should link up with existing routes to enhance access.</p> <p>The development may also generate additional car journeys which could result in additional peak hour traffic follow onto sections of the A19 that are already congested. The likely increase in traffic is expected to exacerbate the peak hour congestion. Additional impacts on the strategic road network would require consideration by the Highways Agency.</p> <p>As a result, this has been assessed as a mixed significant positive and minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Further detailed transport assessment is required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The uptake of sustainable transport to the development is not certain.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is anticipated during construction due to an increase in HGV movements, energy consumption for construction, and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption in from the leisure site is also expected to contribute to an increase in greenhouse gas emissions. Additional non-sustainable journeys made by site users would also contribute to increased emissions in the longer term.</p> <p>There is also the potential to include renewable energy in the development such as solar power, solar thermal or ground source heat pumps. The site should maximise the use of any renewable sources in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impacts resulting from trip generation to the site are uncertain.</li> <li>The scale of renewable energy feasible on site is uncertain.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The Naburn Marsh SSSI is located within 500m of the development, which is a nationally designated site. The site was designated as it comprises of nationally rare flood meadows and swamp. As such, consideration of site drainage is important to ensure that the site does not suffer detrimental effects from the development.</p> <p>A locally important Area of Local Nature Conservation Interest is also located within the proposed development area. There are no internationally important sites in the vicinity of the development.</p> <p>As a result of potential effects on protected areas, a minor negative effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Expert advice may need to be sought with regard to the SSSI and breeding waders.</li> <li>An ecological survey and any required mitigation should be undertaken.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site has already undergone development as the York Designer Outlet. Further use of previously developed land would have a significant benefit in terms of using land resources efficiently.</p> <p>As a brownfield site, the protection of agricultural land and allotments are not applicable for this development.</p> <p>It is assumed that any historic contamination previously present at the site would have been remediated as part of the Designer Outlet construction process. No further contamination is anticipated as a result of the current usage, however a land quality assessment may be required.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>Overall this has been assessed as a significant positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An assessment of current land quality may be necessary prior to construction.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that any historic contamination would have been remediated as part of the previous development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no notable water bodies within 30m of the site, so negative effects are not expected from construction works or the completed development.</p> <p>Leisure facilities such as a hotel on site have the potential to increase the demand on water resources, which may result in a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of water efficiency measures is not yet known.</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The businesses will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and any possible remediation is unknown.</li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is over 500m from the site. Deterioration of local air quality may occur due to extra vehicle journeys and potential congestion. The impacts on the A19 Fulford Road corridor which forms part of an Air Quality Management Area should be determined, as this area may be at risk from a reduction in air quality.</p> <p>All reasonable efforts to reduce emissions from the site must be made, including the promotion and incentivisation of low emissions vehicles and fuels.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The traffic generation figures for the development should be reviewed and assessed against the thresholds for requiring air quality assessments.</li> <li>Low emission vehicles and fuels should be promoted and incentivised.</li> <li>The operation of electric buses from the site and Park and Ride should be explored.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain..</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The site is located in an area of flood zone 2, which has a probably of flooding from rivers of 0.1% - 1% in any one year.</p> <p>Sustainable drainage systems (SUDs) should be incorporated into the development to help manage surface water flows and avoid contributing to flood risk.</p> <p>This has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>The site comprises of a developed out of town retail area, located outside of the ring road on the fringes of Fulford. Small scale expansion of the outlet would not have a significant detrimental impact on compactness.</p> <p>Poor architectural design would be detrimental to the generally high quality of buildings and craftsmanship in York. Inappropriately tall buildings would have a detrimental impact upon existing surrounding properties to ensure an appropriate scale is maintained.</p> <p>This site is situated close to Bishopthorpe and Middlethorpe Conservation Areas, however development is not expected to have any impact on the neighbouring conservation areas due to distance between the site and sensitive areas.</p> <p>This site has produced some evidence for prehistoric/Romano-British activity. Further field systems and settlements are known in the local area and the Battle of Fulford may have taken place in the vicinity of the site. However, the previous construction projects on the site will have had an adverse impact on any remaining archaeological deposits.</p> <p>This is therefore assessed as having a neutral effect on this objective, with the potential for a minor negative effect if any previously undisturbed archaeological remains were identified.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>It is important for the design to enhance particular elements of the strong urban form characteristic.</i></li> <li><i>Further information is required on the proposed architectural design.</i></li> <li><i>Avoid enlarging site to the north and north-west where it would meet the ring road and Fulford to maintain compactness.</i></li> <li><i>Appropriate archaeological investigation such as trial trenching and/or a watching brief is needed to assess the nature and significance of any archaeological deposits on site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether significant archaeology is still present on site.</i></li> <li><i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> </ul>

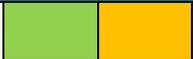
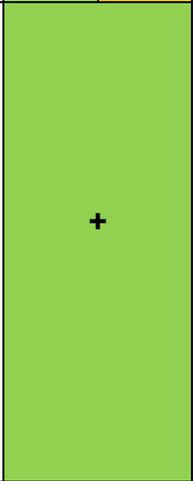
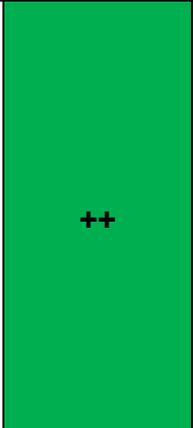
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
15. Protect and enhance York's natural and built landscape.	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	<b>0</b>	<p><b>Likely Significant Effects</b></p> <p>Due to the previous retail development on site, further expansion of leisure facilities are not expected to have any effects on views and landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>A significant positive effect was recorded against objective 4 (jobs) due to the generation of short term construction jobs and longer term employment opportunities in the new leisure facilities. Objective 6 (transport) also had a significant positive effect as a result of the sustainable travel options to the development, as did objective 9 (land use) due to the development of a brownfield site. No significant negative effects were identified.</p> <p>Objective 3 (education and training) was assessed as a minor positive effect due to the short term enhancement of trade skills and longer term training opportunities at the new development. A minor positive effect was also recorded against objective 5 (equality) due to the increased availability of accessible facilities.</p> <p>A minor negative effect was recorded against objective 6 due to the additional congestion that is anticipated as a result of the development and objective 8 (biodiversity) due to the proximity of protected ecological areas. Minor negative effects were also identified for objective 10 (water) due to the potential deterioration of local water quality as a result of increased demand, objective 11 (waste) as a result of the increased waste generation, objective 12 (air quality) due to local congestion causing a potential decline in air quality, and objective 13 (flooding) due to the moderate level of flood risk. A mixed neutral effect with the potential for a minor negative effect was recorded against 14 (cultural heritage) due to the lack of impact on heritage assets and setting, and the expectation that archaeological features on site have already been destroyed through previous development, but should any features still be present a minor negative effect may arise.</p> <p>A mixed minor positive and negative effect was determined against objective 2 (health) due to the promotion of outdoor activities through access to open space and the short term noise disturbance during construction, objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions.</p> <p>A neutral effect was recorded against objective 1 (housing) and objective 15 (landscape).</p> <p>There are uncertainties over the level and type of open space and renewable energy generation to be included in the development, the number of jobs to be generated and the condition of archaeological features on site.</p>			

<b>Key</b>	
<b>Symbol</b>	<b>Likely Effect on the SA Objective</b>
<b>++</b>	The policy is likely to have a significant positive effect
<b>+</b>	The policy is likely to have a positive effect

<b>0</b>	No significant effect / no clear link
<b>?</b>	Uncertain or insufficient information on which to determine effect
<b>-</b>	The policy is likely to have a negative effect
<b>==</b>	The policy is likely to have a significant negative effect

## ST25: Land to the south of the Designer Outlet

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p><b>0</b></p>	<p><b>Likely Significant Effects</b></p> <p>As an employment site there are not expected to be any new dwellings on the development. This has therefore been assessed as having a neutral effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<div style="display: flex; justify-content: space-around;"> <div style="background-color: #90EE90; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">+</div> <div style="background-color: #FFD700; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">-</div> </div>	<p><b>Likely Significant Effects</b></p> <p>There is access to existing open space at the development which would help support the promotion of outdoor leisure activities and a healthier lifestyle. The inclusion of cycle and pedestrian routes to and within the development would help to support an active lifestyle.</p> <p>The site is located immediately south of the existing designer outlet and there are also a small number of residential properties within or near to the development site. There is the potential for short and longer term noise disturbance and loss of amenity for these receptors. This includes potential long term noise from industrial operations and vehicles, and an assessment of the impact of any additional vehicle movement on the noise level and locality would need to be undertaken.</p> <p>There are no healthcare facilities within 800m of the site and no noted concerns regarding land contamination.</p> <p>Overall this has been assessed as a mixed minor positive and negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An assessment of the impact of vehicle noise would be required.</i></li> <li>• <i>Open space and pedestrian and cycle routes should be included in the development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The scale of open space to be included in the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, construction and associated trade jobs would be generated throughout the construction of the development. The level of training and skills development in associated industries would be dependent upon employment practices in the companies that construct the development.</p> <p>There may also be longer term training opportunities available at the business on the completed development.</p> <p>There are no nursery provisions within 800m of the development.</p> <p>Overall this has been assessed as a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of skill enhancement and employment opportunities is not certain.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The development is expected to generate 377 – 1,320 long term jobs, which would have a significant benefit for employment and economic growth. This would also help support business success.</p> <p>There are several options for sustainable travel to the development, which would promote low carbon commuting and travel.</p> <p>As this is an out of town development area, the nature and scale of businesses at the site would need to be balanced with the needs of the city centre, to ensure that the development does not detract from the city centre.</p> <p>Temporary construction jobs would also be generated as a result of the development of the site.</p> <p>This has been assessed as a significant positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*	
			<ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>	
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<b>0</b>	<p><b>Likely Significant Effects</b></p> <p>As the development is envisaged for industrial and distribution use there is not anticipated to be new services or facilities included in the development. As such, this has been determined as a neutral effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>	
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	++	-	<p><b>Likely Significant Effects</b></p> <p>The site is highly accessible from sustainable modes of transport, including frequent and non-frequent bus routes within 400m of the site, a Park and Ride stop within 400m of part of the site, and a cycle route on or adjacent to the development. Any new cycle or pedestrian routes within the development should link up with existing routes to enhance access.</p> <p>The size of the employment development may also generate additional car journeys which could result in additional peak hour traffic follow onto sections of the A19 that are already congested. The likely increase in traffic is expected to exacerbate the peak hour congestion. Additional impacts on the strategic road network would require consideration by the Highways Agency.</p> <p>As a result, this has been assessed as a mixed significant positive and minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Further detailed transport assessment is required.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of sustainable transport to the development is not certain.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is anticipated during construction due to an increase in HGV movements, energy consumption for construction, and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption in from the employment site is also expected to contribute to an increase in greenhouse gas emissions. Additional non-sustainable journeys made by site users would also contribute to increased emissions in the longer term.</p> <p>There is also the potential to include renewable energy in the development such as solar power, solar thermal or ground source heat pumps. The site should maximise the use of any renewable sources in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impacts resulting from trip generation to the site are uncertain.</li> <li>The scale of renewable energy feasible on site is uncertain.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The Naburn Marsh SSSI is located within 500m of the development, which is a nationally designated site. The site was designated as it comprises of nationally rare flood meadows and swamp. As such, consideration of site drainage is important to ensure that the site does not suffer detrimental effects from the development.</p> <p>A locally important Area of Local Nature Conservation Interest is also located adjacent to the proposed development area. There are no internationally important sites in the vicinity of the development.</p> <p>The site itself is an area of improved grassland with the potential for ecological interest. Development would result in the potential loss of habitats and green infrastructure.</p> <p>As a result, a minor negative effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Expert advice may need to be sought with regard to the SSSI and breeding waders.</i></li> <li>• <i>An ecological survey and any required mitigation should be undertaken.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	--	<p><b>Likely Significant Effects</b></p> <p>The site is an area of grade 2 and 3 greenfield land, so its development would result in the loss of versatile agricultural land. This would not support the reuse of previously developed land.</p> <p>No notable issues regarding land contamination are known for the site. An appropriate assessment of ground conditions and any necessary mitigation would still be required.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Any identified ground contamination would be remediated prior to completion of the</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>development.</i></p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether contamination is present on site.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no notable water bodies within 30m of the site, so negative effects are not expected from construction works or the completed development.</p> <p>Industrial users on site have the potential to increase the demand on water resources, which may result in a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The businesses will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and any possible remediation is unknown.</i></li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is over 500m from the site. Deterioration of local air quality may occur due to extra vehicle journeys and potential congestion. The impacts on the A19 Fulford Road corridor which forms part of an Air Quality Management Area should be determined, as this area may be at risk from a reduction in air quality.</p> <p>All reasonable efforts to reduce emissions from the site must be made, including the promotion and incentivisation of low emissions vehicles and fuels.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The traffic generation figures for the development should be reviewed and assessed against the thresholds for requiring air quality assessments.</i></li> <li><i>Low emission vehicles and fuels should be promoted and incentivised.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The operation of electric buses from the site and Park and Ride should be explored.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is located in an area of flood zone 2 and 3a, so it includes an area at high risk of flooding. Sustainable drainage systems (SUDs) should be incorporated into the development to help manage surface water flows and avoid contributing to flood risk. As a greenfield site, runoff rates must not exceed 1.4l/sec/ha.</p> <p>As a result of the high flood risk, this has been assessed as a significant negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Ridge and furrow in unknown condition has been recorded across part of the site. Prehistoric/Romano-British field systems and settlements are known in the area, and the Battle of Fulford may have taken place in the vicinity. Additionally, Acres House (now Acres Farm) is shown on the First Edition OS plan 1852.</p> <p>Development of the site has the potential for a negative impact on any surviving archaeological deposits or landscape features remaining on site.</p> <p>Development of the site would also result detrimental effects on the historic character and setting of the city due to the loss of a green wedge, and the creation of a more commercial setting for local villages.</p> <p>Inappropriate scale or low quality architecture and craftsmanship has the potential for a negative effect on the architectural legacy of York in general.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>This has been assessed as having a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>It is important for the design to enhance particular elements of the strong urban form characteristic.</li> <li>Further setting, architectural and craftsmanship analysis and mitigation would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale and condition of archaeological and heritage assets present on site is uncertain.</li> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The site falls within an extended green wedge identified as contributing to the historic character and setting of the city. Development here would remove part of this wedge which would have a detrimental effect on the setting of the city and Fulford.</p> <p>Development may create a commercial/urban setting to the village of Fulford and impact the setting of Bishopthorpe. However, the close proximity to the Designer Outlet means that there would be a limited impact on the rural setting viewed from the ring road. The character of this area has already changed through the development of the Designer Outlet as well reducing impacts of a totally new development.</p> <p>In general the site will need to implement high quality design within any masterplanning to ensure that there is a positive effect on architectural design. A poor design or quality of building/craftsmanship could have a minor harm effect on York in general. There are opportunities for design to provide a distinctive place that reflects York’s existing character whilst also creating an independent identity.</p> <p>.</p> <p>Overall a minor negative effect is expected against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Further landscape analysis and mitigating measures are required.</li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>A significant positive effect was identified for objective 4 (jobs) due to the generation of short term construction jobs and long term employment opportunities on the development. A significant positive effect was also recorded for objective 6 (transport) due to the sustainable travel opportunities from the site. Objective 9 (land use) has been assessed as having a significant negative effect due to the loss of greenfield agricultural land, as has objective 13 (flooding) due to the high flood risk on site.</p> <p>A minor positive effect was determined against objective 3 (education and training) due to the enhancement of trade skills and the potential for training opportunities on the development.</p> <p>A minor negative effect was recorded against objective 6 due to the anticipated peak time congestion on the A19. Objective 8 (biodiversity) was assessed as having a minor negative effect due to the proximity of a SSSI and the presence of a locally important conservation site on the proposed development area. A minor negative effect was recorded against objective 10 (water) due to the potential deterioration of local water quality as a result of increased demand, objective 11 (waste) as a result of the increased waste generation and objective 12 (air quality) due to local congestion causing a potential decline in air quality. Objectives 14 (cultural heritage) and 15 (landscape) were also determined as minor negative effects due to the presence of archaeological features on site and the potential for detrimental effects on local character and setting.</p> <p>A mixed minor positive and negative effect was determined against objective 2 (health) due to the access to open space from the development and the potential noise impacts from the site on adjacent receptors. A mixed minor effect was also recorded against objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>No effects were identified against objective 1 (housing) and objective 5 (equality).</p> <p>There are uncertainties over the level and type of open space and renewable energy generation to be included in the development, the number of construction jobs to be generated and the condition of archaeological features on site.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect

--	The policy is likely to have a significant negative effect
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## ST26: South of Airfield Business Park

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>The site south of Elvington Airfield is identified as an employment allocation. As an employment site there are not expected to be any new dwellings on the development. This has therefore been assessed as having a neutral effect against this objective</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>There is no access to doctors within 800m of the site.</p> <p>A geoenvironmental report produced on behalf of the application has identified that Plots B, F and York Mallings contain no significant hydrocarbon contamination and no sources of contamination were encountered. A programme of gas monitoring is underway and this will inform the preparation of a gas risk assessment report.</p> <p>In the short term, construction noise may cause temporary disturbance to the adjacent business park. It is anticipated that a minor negative effect will arise on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A noise assessment and strategy would be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>That the contaminated land assessment relates to the extent of land proposed for allocation.</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, construction and associated trade jobs would be generated throughout the construction of the development. The level of training and skills development in associated industries would be dependent upon employment practices in the companies that construct the development.</p> <p>There may also be longer term training opportunities available at the business on the completed development.</p> <p>It is therefore anticipated that there will be a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>The development is expected to generate 434-1520 long term jobs, which would have a significant benefit for employment and economic growth. This would also help support business success.</p> <p>It is considered that the range of uses proposed for this site (B1b/B1c/B2/B8) will not detract from the city centre.</p> <p>Temporary construction jobs would also be generated as a result of the development of the site.</p> <p>This has been assessed as a significant positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <p><i>The number of construction and associated jobs to be provided as well as their timescales is uncertain</i></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<i>and will be dependent upon the works on-site.</i>
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<b>0</b>	<p><b>Likely Significant Effects</b></p> <p>As the development is envisaged for industrial and distribution use there is not anticipated to be new services or facilities included in the development. As such, this has been determined as a neutral effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<b>--</b>	<p><b>Likely Significant Effects</b></p> <p>The size of the employment development may also generate additional car journeys which could result in additional peak hour traffic follow onto the surrounding highway network. Additional impacts on the road network would require consideration.</p> <p>There is no access to frequent or non-frequent bus routes in vicinity of this site. It is considered that there are limited public transport options to enable a modal shift enough to minimise use of the car. Pedestrian links and cycle routes are also limited.</p> <p>As such it is anticipated that there will be a reliance upon travelling to the site by private car.</p> <p>A significant negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A Travel Plan should be prepared for consideration as part of any planning application submission.</i></li> <li>• <i>Opportunities to make the site and new buildings suitable for cyclists e.g. cycle stands and</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>showers should be incorporated into the design.</i></p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is anticipated during construction due to an increase in HGV movements, energy consumption for construction, and the embodied carbon of materials.</p> <p>The size of the employment development may also generate additional car journeys which could result in additional peak hour traffic follow onto the surrounding highway network. Additional impacts on the road network would require consideration.</p> <p>The site is identified as being remote from bus routes (both frequent and infrequent) and cycle paths. As such it is anticipated that there will be a reliance upon travelling to the site by private car. A significant negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A Travel Plan should be prepared for consideration as part of any planning application submission.</i></li> <li>• <i>Opportunities to make the site and new buildings suitable for cyclists e.g. cycle stands and showers should be incorporated into the design.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> <li>• <i>The scale of renewable energy feasible on site is uncertain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development site is located in proximity to Brinkworth Rush Site of Importance for Nature Conservation (SINCs). The promoter of the site has had an ecological survey undertaken which has identified that part of the SINC is of city-wide nature conservation importance of its species-rich neutral grassland and fen meadow.</p> <p>It is possible that construction may result in short term negative effects on the adjacent sites due to dust and noise disturbance, however it is assumed that this could be appropriately mitigated and would not be a permanent effect.</p> <p>The developer has identified that a survey in 2008 recorded an exceptional population of great crested newts occurring within ponds surrounding the business park. An amphibian survey has identified that a license is likely to be required from Natural England to ensure that any development has no adverse effects upon the population of great crested newts. The survey recommends mitigation measures including the creation of ponds and terrestrial habitat to maintain and potentially enhance the population of great crested newts.</p> <p>A badger survey undertaken in 2005 identified that the nearest sett on site was remote from any development proposals. It is anticipated that this assessment will need to be updated to support any future planning application submission for the site.</p> <p>To the north of the site is Elvington Airfield which is a SINC/candidate SINC in its entirety pending further survey work. Its value is both in its grasslands with its associated invert fauna (designated) and for birds (candidate), both breeding and overwintering. Curlew, Redshank, Snipe, Lapwing and Little Ringed Plover are all known to breed on or in very close proximity to the airfield and it has very high populations of breeding Skylark and Barn Owl. In winter large flocks of finches and larks are known to frequent the grassland and attract good numbers of raptors including peregrine, hobby, buzzard, short eared owl.</p> <p>As such, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to maintain the integrity of the SINC appropriate buffering of the site is required. A Green Infrastructure Strategy should also take this into consideration.</i></li> <li>• <i>The phasing of the development should take account of lifecycles of key species on site and in the adjacent protected areas.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>That the mitigation measures identified within the amphibian survey are adopted.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>That there will be no direct or indirect effects upon existing or proposed nature conservation sites.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The type and location as well as mitigation measures are to be determined through masterplanning. This creates uncertainty as to the scale and significance of any effects.</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is an area of grade 3 agricultural land, so its development would result in the loss of versatile agricultural land. This would not support the reuse of previously developed land.</p> <p>No notable issues regarding land contamination are known for the site. An appropriate assessment of gas monitoring and any necessary mitigation would still be required.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A gas risk assessment should be produced to support a planning application.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development is not located in a groundwater Source Protection Zone or within 250 of any watercourses.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption. However the overall increase in water consumption from the new dwellings has resulted in this being assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The businesses will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is located over 500m away from the site, however this has the potential to be affected by the additional traffic generation from the completed development.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of the workforce in the long-term.</p> <p>There is a lack of sustainable travel options available to future occupiers of the employment site. In conjunction with Local Plan policies to promote sustainable transport, it is assumed that car use will be minimised where possible to reduce transport emissions.</p> <p>Overall a negative effect is anticipated due to the increase in construction emissions and residents' traffic movement, in addition to the expected uptake of sustainable transport.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required to understand the potential impacts and to enable mitigation measures to be put in place.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>This development site is predominantly flood zone 1 which is an area of low flood risk. Surface water management will need to be considered. This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose openspace to minimise further flood risk as a result of any development.</p> <p>A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>The impact on this objective has been identified as positive given that there are no areas of high flood risk.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> <li>• <i>Ongoing flood risk management planning is undertaken and fed into the masterplan of the site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The development of the site would require mitigation for surface water.</i></li> <li>• <i>Flood risk and surface water management is agreed with CYC and associated bodies, where applicable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An archaeological assessment undertaken on behalf of the developer has concluded that the archaeological potential of the site is considered to be fairly low. However, based upon evidence from the surrounding area, it is possible that remains of prehistoric, Roman or medieval date may be present. Cropmark evidence has recorded the presence of boundaries and enclosures to the south of Elvington Airfield. These are likely to represent agricultural field systems dating to the late prehistoric to Roman periods.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>No ridge and furrow field systems are within the boundaries of the proposed development site. The archaeological report and HIA identifies that the site falls within the former Elvington Military Airfield used in World War Two and during the Cold War.</p> <p>The HIA has identified that development could have a detrimental impact on any surviving archaeological deposits relating to the airfield or evidence of earlier activity. Accordingly the site has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>This site forms part of a extension to an existing employment site, albeit lying outside of the existing site. Any development will therefore bring commercial development closer to existing farmsteads. The HIA has concluded a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Landscape assessment and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>The proposed development has resulted in significant positive effects being recorded against Objective 4 (jobs) due to the potential for the site to deliver between 434-1520 long term jobs which would have a significant benefit for employment and economic growth.</p> <p>Significant negative effects have been identified against Objectives 6 (travel) and 7 (greenhouse gases) due to the lack of sustainable transport options available to access the site. The GIS assessment identified a lack of frequent and non-frequent bus services and no cycle lanes in proximity to the development site. In bring this site forward, the developers should produce a Sustainable Transport Plan.</p> <p>The development has been assessed as having a minor positive effect against Objectives 3 (education and training) during the construction period and future operation, although both opportunities will depend upon training opportunities promoted by employers. The site is identified as being within Flood Zone 1 and as such has been assessed positively against Objective 13 (flood risk).</p> <p>Negative effects has been assessed against Objective 2 (health) due to the lack of doctors and proximity to public open space (Weldrake Wood is nearby there are no direct public rights of way to this site). A minor negative effect has also been assessed against Objective 8 (green infrastructure) due to the proximity to an existing SINC. Objective 10 (water efficiency) has been appraised as a minor negative effect due to the increase in water demand and consumption associated with new development. Objective 11 (waste) has also been assessed as a minor negative effect due to the increase in waste generation from construction and the occupants.</p> <p>In accordance with the findings of the HIA, Objectives 14 and 15 have been assessed as having a minor negative effect due to the low archaeological potential of the site.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST27: University Campus and Expansion

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
1. To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> <li>Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>Promote improvements to the existing and future housing stock;</li> <li>Locate sites in areas of known housing need;</li> <li>Deliver community facilities for the needs of the population;</li> <li>Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	0	<p><b>Likely Significant Effects</b></p> <p>As an employment site there are not expected to be any new dwellings on the development. This has therefore been assessed as having a neutral effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
2. Improve the health and well-being of York's population.	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to open space / multi-functional open space;</li> <li>Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>There is access to existing open space at the development which would help support the promotion of indoor and outdoor leisure activities, including at the University's sports centre, and a healthier lifestyle. The inclusion of cycle and pedestrian routes to and within the development would help to support an active lifestyle.</p> <p>The site includes the existing university campus as well as new parcel to the south and there are also a number of residential properties near to the site. There is the potential for short and longer term noise disturbance and loss of amenity for these receptors.</p> <p>The combined rating level of any building service noise associated with plant or equipment at the site should not exceed 5dB(A) below the background noise level at 1 metre from the nearest noise sensitive facades when assessed in accordance with BS4142: 1997, including any acoustic correction for noises which contain a distinguishable, discrete, continuous note (whine, hiss, screech, hum, etc.); noise which contain distinct impulses (bangs, clicks, clatters, or thumps); or noise which is irregular enough to attract attention. In addition an assessment of the impact of any additional vehicle movement on the noise level and locality would need to be assessed.</p> <p>There are no healthcare facilities within 800m of the site and no noted concerns regarding land contamination.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>Overall this has been assessed as a mixed minor positive and negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Noise levels at the development should not exceed those noted above.</li> <li>An assessment of the impact of vehicle noise would be required.</li> <li>Open space and pedestrian and cycle routes should be included in the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of open space to be included in the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The provision for employment land would be delivered on an extended University of York Heslington east Campus. It is proposed for B1b/B1c which would support and potentially expand existing research functions in connection with the University.</p> <p>In the short-medium term, construction and associated trade jobs would be generated throughout the construction of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct and occupy the development.</p> <p>There may also be longer term training opportunities available at the business on the completed development, particularly given that this is going to be in connection with and supported by the University of York.</p> <p>There are no nursery provisions within 800m of the development.</p> <p>It is therefore anticipated that there will be a mixed minor positive and negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of skill enhancement and employment opportunities is not certain.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The development is expected to generate 511-1200 long term jobs, which would have a significant benefit for employment and economic growth. This would also help support business success through the delivery of this site in conjunction with the delivery of the existing University of York and its Heslington East Campus.</p> <p>Initial economic evidence prepared by the site promoters states that this site would also help to deliver regional aspirations set out by the Leeds City Region and York, North Yorkshire and East Riding Local Enterprise Zones which both identify that the University of York is a regional asset “with research and innovation strengths in new technologies and strong links with business”. It is further considered that the allocation of additional land is will help enable and ensure the delivery of 25ha of employment land already granted consent to help meet strategic employment requirements.</p> <p>There are several options for sustainable travel to the northern end and centre of the existing campus development, which mean that it is a accessible location and would promote low carbon commuting and travel.</p> <p>As this is an out of town development area, the nature and scale of businesses at the site would need to be balanced with the needs of the city centre, to ensure that the development does not detract from the city centre.</p> <p>Temporary construction jobs would also be generated as a result of the development of the site.</p> <p>This has been assessed as a significant positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security</li> </ul>	<p>0</p>	<p><b>Likely Significant Effects</b></p> <p>As the development is envisaged for B1a/B1c uses there is not anticipated to be new services or facilities included in the development in addition to those already on the campus. As such, this has been determined as a neutral effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	for people and/or property.		<ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p style="text-align: center;">+      -</p>	<p><b>Likely Significant Effects</b></p> <p>The site is highly accessible from sustainable modes of transport, including frequent and non-frequent bus routes adjacent to the northern boundary and the centre of the site. In addition, the site is within 400m of a Park and Ride stop site. There are cycle routes through the Campus and on adjacent roads. Any new cycle or pedestrian routes within the development should link up with existing routes to enhance access.</p> <p>The size of the employment development may generate additional car journeys which could result in additional peak hour traffic follow onto sections of the A1079. Additional impacts on the strategic road network would require consideration by the CYC/ Highways Agency.</p> <p>Access to this site would need to be constrained by the same transport planning conditions under which the original outline planning consent was granted to minimise additional impact on the transport network. Access to this extension would therefore be via the Grimston Bar access to the Hull Road. In the event that the Whinthorpe site (ST15) is taken forward, and a new interchange is provided on the A64, there is potential to make use of this but only in accordance with constraints that are set.</p> <p>Initial transport planning undertaken on behalf of the site promoter has set out the following believing that they can encourage sustainable travel behaviour:</p> <ul style="list-style-type: none"> <li>The extension site contains a perimeter access road which will be used to extend the existing Unibus and shuttle bus service to this part of the extended campus.</li> <li>Two points of crossing over the lake to provide connectivity for pedestrian and cycle movement.</li> <li>Business users are likely to be the highest generator of car trips. Proposed that organisations developing on campus should include sustainable transport planning as part of their tenure agreement.</li> <li>Car parking and car movements should remain limited on the site in line with the planning permission subject to further demonstrable evidence that this can increase without detrimental impact on the transport network;</li> <li>Monitoring of traffic movements need to be expanded to include the extension.</li> </ul> <p>As a result, this has been assessed as a mixed positive and minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Further detailed transport assessment is required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li><i>The uptake of sustainable transport to the development is not certain.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is anticipated during construction due to an increase in HGV movements, energy consumption for construction, and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption from the employment site is also expected to contribute to an increase in greenhouse gas emissions. Additional non-sustainable journeys made by site users would also contribute to increased emissions in the longer term. Initial transport planning by site promoters states that business users are likely to be the highest generator of car trips. It is proposed that organisations developing on campus should include sustainable transport planning as part of their tenure agreement to minimise trips and therefore have a more positive effect on emissions.</p> <p>There is also the potential to include renewable energy in the development such as solar power, solar thermal or ground source heat pumps and potentially district heating. The site should maximise the use of any renewable sources in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development and the application of BREEAM standards.</p> <p>A mixed positive and negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to the site are uncertain.</i></li> <li><i>The scale of renewable energy feasible on site is uncertain.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>There are no nationally designated nature conservation sites in close proximity to the site. There is however a Site of Interest for Nature Conservation (SINC) within 1500m of the sites perimeter. However, it is not considered to have any ecological showstoppers. A phase 1 habitat should be undertaken to establish the ecological value of the extension area.</p> <p>Initial ecological evidence prepared by the site promoter states that Heslington east has helped to increase ecology on this site. The EIA for the original consent indicated that only a limited variety of wildlife in this part of York which was confirmed through the Public Enquiry. It is likely that the number of species has increased since the lake and landform of Heslington East were created.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
environment.	<ul style="list-style-type: none"> <li>sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p>It is considered likely that the extension could provide a net gain in ecology as well. As a result, a minor positive effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A Phase 1 Habitat Survey is required to establish the ecological value of the site .</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The EIA for the original consent remains valid.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
9. Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	---	<p><b>Likely Significant Effects</b></p> <p>The site is an area of grade 3 greenfield land, so its development would result in the loss of versatile agricultural land. This would not support the reuse of previously developed land.</p> <p>No notable issues regarding land contamination are known for the site. An appropriate assessment of ground conditions and any necessary mitigation would still be required.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Any identified ground contamination would be remediated prior to completion of the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether contamination is present on site.</i></li> </ul>
10. Improve water efficiency and quality.	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no notable water bodies within 30m of the site, so negative effects are not expected from construction works or the completed development.</p> <p>Industrial users on site have the potential to increase the demand on water resources, which may result in a negative effect on water quality. There is the potential for measures such as water metering, water harvesting and other efficiency measures to result in a reduction of per capita water consumption.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The businesses will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and any possible remediation is unknown.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is over 500m from the site. Deterioration of local air quality may occur due to extra vehicle journeys and potential congestion. The impacts on the A64 on potential occupiers of the site need to be better established through an air quality assessment taking into consideration potential uses in the extension to the campus.</p> <p>Initial investigations by the site promoters suggests that mitigation will be required in relation to the A64, which will be present in an air quality assessment as part of the ongoing masterplanning process.</p> <p>All reasonable efforts to reduce emissions from the site must be made, including the promotion and incentivisation of low emissions vehicles and fuels.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The traffic generation figures for the development should be reviewed and assessed against the thresholds for requiring air quality assessments.</i></li> <li><i>Low emission vehicles and fuels should be promoted and incentivised.</i></li> <li><i>The operation of electric buses from the site and Park and Ride should be explored.</i></li> <li><i>Completion of an Air Quality Assessment to identify suitable mitigation measures for the site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Assumed that the development will adhere to air quality policies in the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</i></li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The extension to the campus is located in an area of predominantly flood zone 2 which is at a low risk of flooding, although there is a drain on the boundary edge, which is identified as flood zone 3a which would be of higher risk of flooding.</p> <p>Sustainable drainage systems (SUDs) should be incorporated into the development to help manage surface water flows and avoid contributing to flood risk. As a Greenfield site, runoff rates must not exceed 1.4l/sec/ha.</p> <p>Initial evidence prepared by the site promoters states that there should be an extension to SuDs included on the existing campus site to attenuate some of the surface water from the extension. It is acknowledged that not all of the surface water drainage will enter the Heslington East Lake and that additional attenuation features will be required.</p> <p>As a result of the low flood risk, this has been assessed as a minor positive effect</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A Flood Risk Assessment is required to establish how the campus extension would impact on fluvial and pluvial flooding.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development and there may be potential to extend the existing attenuation features.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The potential for archaeological remains on this site is high given the outcomes of archaeological investigations on the existing campus. A full desk based assessment would be required followed by an agreed programme of non-intrusive and intrusive survey in agreement with City of York Council.</p> <p>Initial evidence provided by the site promoters indicates that there was substantial archaeological finds provided from the site at the northern end of the campus where it is higher ground. However, recent archaeological investigation in the vicinity of the sports centre, has revealed very few interesting features.</p> <p>The campus and its extension do not include any listed buildings or heritage designations. However, the overall campus is within proximity of Heslington Village Conservation Area and a number of listed buildings within the village. As part of the existing campus, consideration for the setting of these designations were taken into account and any development to the south of the consented site should follow this approach.</p> <p>This has been assessed as having a significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>It is important for the design to enhance particular elements of the strong urban form characteristic.</li> <li>Further setting, architectural and craftsmanship analysis and mitigation would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale and condition of archaeological and heritage assets present on site is uncertain.</li> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The Heritage Topic Paper (2014) sets out within characteristic 6 that open space, including at York University, "<i>all contribute to the matrix of culturally/recreationally evolved/ evolving accessible open spaces that have a strong relationship with the built environment</i>". The Heritage Impact Assessment (2014) has identified that development of an extended campus has the potential to harm the rural setting of York as it forms part of the open countryside surrounding the city. Development would inevitably result in the loss of part of the rural setting of York between the new university campus and the A64 experienced predominantly from the A64. The site would need to be buffered on the eastern edge to push and screen the development back from the ring road may help to mitigate the rural setting and views from the ring road. The incorporation of significant green infrastructure to mitigate effects will be required.</p> <p>Extension to the Campus is identified to only have a minor impact on the city's compactness as development already exists in this area and the campus is its own separate settlement. Low Lane provides the southern boundary for the campus at present which move towards the ring-road.</p> <p>Initial work undertaken by the site promoters find that:</p> <ul style="list-style-type: none"> <li>• The historic character and setting of this area originally included the now built new university campus to retain the rural setting of the city.</li> <li>• There are views towards the Minster and Heslington village. The village has a well-defined southern edge and the spire acts as a focal point</li> <li>• The new university campus is emerging as a strong feature on the landscape when looking northwards.</li> <li>• To the northwest there are clear views across open countryside toward Heslington Village. This characterised by a winding lane, strong field boundary hedges, mature scattered field boundary trees, arable farmland and the brick and tiled edge of the village</li> <li>• It is important to safeguard the impression of the historic city situated within a rural setting for views from the south and carefully define the boundary to any campus extension.</li> <li>• The new campus has a strong parkland setting</li> </ul> <p>Preliminary landscape principles identified are:</p> <ul style="list-style-type: none"> <li>• Buildings heights need to be sensitive to the location. Preliminary masterplanning suggests that there would be high points to the south of the lake decreasing towards the A64.</li> <li>• Retention of mature hedgerow trees along Low Lane and throughout the development wherever possible, there are important features of the landscape and provide considerable screening function in summer months as well as helping to mitigate the elevations of buildings massing in views from the south;</li> <li>• Retention of mature field boundary trees where possible particularly those associated with the hedgerows along the Public</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="background-color: yellow; width: 100%; height: 100%;"></div> <div style="background-color: red; width: 100%; height: 100%;"></div>	<p>Bridleway linking Low Lane to Grange Farm;</p> <ul style="list-style-type: none"> <li>• Extension of green wedges to any development south of the lake</li> <li>• Potential provision of woodland to screen and provide separation to the A64.</li> <li>• Provide screen mounding and tree planting along the southern edge for noise mitigation. SuDs could be successfully incorporated as flood mitigation.</li> <li>• The site would integrate the existing mature field trees;</li> <li>• To design in green wedge into the development to offer new green views through the site and retaining green buffer adjacent to the ring-road.</li> </ul> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>On balance this site is assessed to have a minor to significant negative effect in this location subject to the implementation of mitigation including both high quality built and natural landscapes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Further landscape analysis and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>A significant positive effect was identified for objective 4 (jobs and economy) due to the generation of short term construction jobs and long term employment opportunities on the development. Objective 9 (land use) has been assessed as having a significant negative effect due to the loss of Greenfield agricultural land. Objective 15 (landscape) was assessed as having mixed minor /significant negative effects due to the visibility of the location and potential setting of Heslington village.</p> <p>A minor negative effect was also recorded against objective 6 due to the anticipated peak time congestion on the A19. Objective 14 (cultural heritage) was also determined as having minor negative effects due to the potential for archaeological features on site and the potential for detrimental effects on local character and setting. A minor negative effect was recorded against objective 10 (water) due to the potential deterioration of local water quality as a result of increased demand, objective 11 (waste) as a result of the increased waste generation and objective 12 (air quality) due to local congestion causing a potential decline</p>			

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>in air quality. Objective 8 (biodiversity) was assessed as having a minor positive effect due to the limited ecological potential on site. A minor positive was also given to objective 13 due to the low flood risk on site.</p> <p>A mixed minor positive and negative effect was determined against objective 2 (health) due to the access to open space from the development and the potential noise impacts from the site on adjacent receptors. A mixed minor effect was also recorded against objective 3 (education and training) due to the enhancement of trade skills and the potential for training opportunities on the development in addition to the lack of nursery facilities in the vicinity of the site, and objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development. A mixed minor positive and negative effect was also recorded for objective 6 (transport) due to the sustainable travel opportunities from the site alongside the implications on congestion..</p> <p>No effects were identified against objective 1 (housing) and objective 5 (equality).</p> <p>There are uncertainties over the level and type of open space and renewable energy generation to be included in the development, the number of construction jobs to be generated and the condition of archaeological features on site. Also the scale of potential archaeological deposits on this site are unknown.</p>

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST29: Land to the south of Boroughbridge Road/A59

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*		
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>This is a 5 ha site to the south the A59/Boroughbridge Road which could provide around 135 dwellings which will make an important contribution to the overall housing stock of the City and the dwelling mix which allows for affordable housing in an area of need.</p> <p>There are some community facilities within the vicinity (nursery school and secondary school) although these would have to be supplemented over the medium and longer term, perhaps in combination with other development sites in the vicinity. There is also a convenience and neighbourhood parade within 800m. There is access to limited open space in the vicinity. Preliminary masterplanning includes for new open space to be provided on site.</p> <p>Overall, the site will have a permanent significant positive effect on this objective, reflecting the size of the site and its contribution to the City's dwelling stock, particularly in terms of affordable housing in this area of need.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is as per emerging masterplanning by the site promoters/viability assessment undertaken as part of the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> <li>• <i>The levels and type of community facilities that will be required</i></li> </ul>		
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle though access to</li> </ul>	<table border="1" style="width: 100%; text-align: center;"> <tr> <td style="background-color: #90ee90; width: 50%; padding: 5px;">+</td> <td style="background-color: #ffcc00; width: 50%; padding: 5px;">-</td> </tr> </table>	+	-	<p><b>Likely Significant Effects</b></p> <p>Short-term construction noise has the potential to impact existing residents, although this would be temporary. In the longer term, a noise assessment would be required, as the site is in close proximity to the A59, which has the potential to adversely affect new housing.</p> <p>The site is adjacent to existing residential areas. It is likely that there will be impacts on these areas</p>
+	-				

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>leisure opportunities (walking / cycling);</p> <ul style="list-style-type: none"> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<div style="background-color: #90EE90; width: 100%; height: 100%;"></div>	<p>for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>Similarly there could be an impact on air quality, habitable rooms may need to be orientated away from the road, but also the increase in traffic from the proposed development could have a impact on health through air quality on a localised level. The development of the site would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>Whilst there is some access to existing open space (including Outdoor Sports Provision and Allotments), Any development would require the inclusion of open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of open space types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment.</p> <p>This development should support walking and cycling within the site and given its suburban location it should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities, which are located adjacent to the site.</p> <p>On balance, it is anticipated that the impacts are likely to be mixed positive and minor negative in the short term and positive in the medium to long-term as the facilities and open space are developed and assessments concluded and mitigation measures implemented.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A land contamination assessment and a noise assessment should be conducted and the strategies should be implemented accordingly.</li> <li>Development of any facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Preliminary investigations on the site for contamination and noise will be remediated through agreed strategies with the Council and Environment Agency.</li> <li>Open space will be included in the development</li> <li>There will be a cycle path that links to the current network.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of open space will be subject to masterplanning.</li> <li>Impact, if any of land contamination from the petrol station.</li> <li>If healthcare facilities would need to be included as part of any development.</li> <li>Impact of noise on the development</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The site has a secondary school and a nursery school within 800m, although the capacity of these and the nearest primary school is not known at this stage. At around 135 dwellings, the development could generate additional demand, requiring new build or expansion of existing facilities and the need for co-ordination with provision associated with other strategic sites in the vicinity.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries dependent upon employment practices in the companies that construct and occupy the development.</p> <p>It is anticipated that this should have a significant positive impact on this objective but with some uncertainty regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of educational facilities would be in line with policy EST1 of the Local Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</li> </ul>

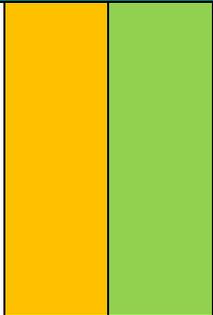
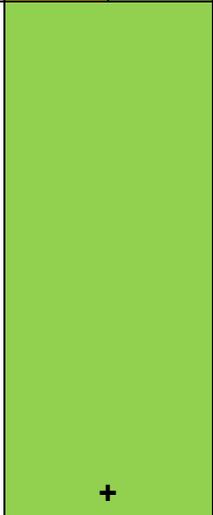
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site.</p> <p>The site is in reasonable proximity to the City Centre with good transport links along the A59 bordering the site to the north and providing opportunities for sustainable travel for workers and shoppers.</p> <p>The site would predominantly provide housing which would support the overall workforce in York. This has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Based upon the current affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a positive contribution towards this objective in the long-term in meeting the identified affordable housing need, reducing homelessness and supporting equal access to housing.</p> <p>There is good access to York via frequent and non-frequent bus routes, cycle paths and roads. Overall this has been assessed as having a significant positive effect on equality and access.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <p>Local service provision (existing and potential) will meet needs of new residents.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The facilities and services provided will be subject to masterplanning and occupation following development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The development is adjacent to the A59 and could contribute to congestion in the area, particularly at peak times. However, the proximity of the site to the City Centre and the provision of bus routes (including those frequent routes operating from the Poppleton P&amp;R), a railway station at Poppleton and cycle paths offers opportunities for sustainable travel for new residents. New bus stops and improvements may be required to ensure best access to these facilities from the site.</p> <p>Overall, the effects are assessed as being significant positive provided that the most is made of these opportunities.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A transport assessment and travel plan would be required for the development.</li> <li>• Sustainable transport links to existing pedestrian and cycle routes should be included.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</p> <p>Whilst the site is relatively small, a range of climate change mitigation measures could be incorporated through design, layout and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of inclusion of renewable energy sources in the development is uncertain.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The site is greenfield and predominantly arable. There are no known ecological issues with the site although some linkage through the opposite side of the road should be retained to provide wildlife and green corridors. Development could enhance its character, providing access and biodiversity areas for residents.</p> <p>This has been appraised to have a minor positive.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Incorporation of accessible biodiversity elements into the masterplan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>That the site has no features or species of ecological interest.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The site is part greenfield and has been used as arable land. Consequently, there are no issues relating to contamination. As such a minor positive effect is predicted, using the opportunity to re-use of land which has fallen out of productive use. A ground survey would be to establish the conditions on the site.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>None</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The site is not located within a Source Protection Zone. The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. There is the potential for measures such as water metering, water harvesting and other efficiency measures to result in a reduction of per capita water consumption.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>The net effect is assessed as being neutral.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of water efficiency measures is not yet known.</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
recycling.	<ul style="list-style-type: none"> <li>Promote and increase resource efficiency.</li> </ul>			<p>landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is uncertain.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future</li> </ul>	-	+	<p><b>Likely Significant Effects</b></p> <p>The development is over 500m from the nearest AQMA. No effects on the AQMA are anticipated.</p> <p>Due to the increase in traffic movements and local congestion, a localised reduction in air quality is expected. Residents may also be exposed to poor air quality due to the close proximity of the A59. Consideration to the site design will need to be given to ensure that residences are set back from the carriageway and habitable rooms are orientated away from the roads where necessary.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p> <p>Despite the presence of some opportunities for the promotion of sustainable travel, a significant increase in car use and local congestion is expected.</p> <p>Overall, the effects of the development are assessed as having positive and negative effects , reflecting the likely increase in car traffic, but the location of site in relation to the City Centre and</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	occupants/users; <ul style="list-style-type: none"> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		significant opportunities for sustainable transport use. <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required for the development.</li> <li>Residences should be set back from the carriageways and habitable rooms orientated away from the roads where necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The development is located in an area identified as being at very low risk of flooding. Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development in line with Local Plan policy FR2. The site also must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3. As a Greenfield site, run off must not exceed 1.4 l/sec/ha.</p> <p>For the above reasons, the site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>Development of this site will contribute to a change in the overall character of this area of the City by advancing the urban area westward. The Heritage Impact Assessment for the City concludes that there could be minor negative effects associated with architectural character, archaeology and landscape and setting of the City. The Minster and other landmarks may be visible from the highest point in the site. Masterplanning and detailed planning consent would need to pay heed to these issues to secure the best development fit for the site, although landscape and setting impacts could not be mitigated.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area. There is an opportunity however, for design to provide a distinctive place that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the traditional village concept needs to inform the development approach alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>An archaeological evaluation would be required to understand the archaeological potential on the site. Archaeological events have been recorded in this area. A desk-based assessment would be required followed by a programme of non-intrusive/intrusive work as agreed by city of York Council. This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Archaeological assessment and evaluation will be required.</li> <li>Further setting, architectural and craftsmanship analysis and mitigation would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
15. Protect and enhance York's natural and built landscape.	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	0	<p><b>Likely Significant Effects</b></p> <p>This site contributes to the open countryside and rural setting of York when viewed from the A1237/A59. Development of this site would reduce the sense of openness between the ring road and the current built extent of the City along Boroughbridge Road. However, this area has changed predominantly on the opposite side of the road to an urban fringe landscape consequently making this site suitable for development. However, development would need to be carefully designed to include suitable buffering fronting onto the A59 and A1237 to minimise the impact on the rural setting of York experienced via these different approaches.</p> <p>There are also opportunities for high quality design along the frontage to the A59. This site has therefore been appraised to have an overall neutral effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Further landscape assessment and mitigating measures are required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
<p><b>Summary</b></p> <p>This site exhibits a range of likely effects, ranging from minor negative to significant positive. The provision of housing (a proportion of which will be affordable) will contribute to meeting the City's housing needs, and new residents will bring skills and spending which will contribute to the City's wealth and business health. Service provision in the locality is a concern and will have to be examined in more detail to ensure that there are no capacity issues as a result of the development and new residents are reasonably provided for. However, sustainable transport links adjacent to and in the vicinity of the site are good which will contribute to the overall sustainability of the location should new residents choose these.</p> <p>No significant negative effects were identified against any of the objectives, although minor negative effects were in respect of greenhouse gas emissions, waste and impact on the City's character and setting. Whilst waste and greenhouse gas emissions can to some extent be mitigated against, the change in the setting of the City is permanent. It will thus require careful masterplanning to ensure that the frontage to the Boroughbridge Road helps to retain a sense of openness and that quality design is achieved throughout the development. Given the relatively small scale of the site, there are uncertainties over the level and type of open space and opportunities for renewable energy generation which could be included in the development,</p>			

<b>Key</b>	
<b>Symbol</b>	<b>Likely Effect on the SA Objective</b>
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect

-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

## ST30: North of Stockton Lane

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
1. To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> <li>Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>Promote improvements to the existing and future housing stock;</li> <li>Locate sites in areas of known housing need;</li> <li>Deliver community facilities for the needs of the population;</li> <li>Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	++	<p><b>Likely Significant Effects</b></p> <p>The potential development of the land North of Stockton Lane has the potential to deliver up to 165 new dwellings. This is expected to contribute to delivering homes which meet the needs of the community. Based upon Local Plan Policy H9, the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long term contribution towards the need for affordable accommodation within the City.</p> <p>Due to the delivery of new homes, a significant positive effect is anticipated against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Phasing of development should include the provision of facilities to ensure the population is provided for and undue pressure is not put on others which are existing and in close proximity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
2. Improve the health and well-being of York's population.	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to open space / multi-functional open space;</li> <li>Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The development of the site would be subject to policies within the Local Plan regarding provision of on-site openspace, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The site is currently within agricultural use and therefore does not have formally designated open space. The development currently has access to a variety of openspace within proximity of the site and (within 400m). However, any development would be required to make provision for open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of openspace types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment.</p> <p>The development should support walking and cycling within the site and seek should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities. New interconnected cycle and pedestrian networks should be provided to openspace to maximise accessibility and health benefits. The developer is proposing to create a new footway along the northern boundary of Stockton Lane</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>		<p>to help facilitate improved access to and from the site. No new dedicated cycleways are proposed, however it is noted that the existing highways are lightly trafficked.</p> <p>There is an existing doctor within 400m of the site boundary. In accordance with Policy DM1, it may be necessary for the development to support additional healthcare provision due to the increase in population associated with the new built development.</p> <p>The site has been used for rough grazing and is classified as a Greenfield site, therefore the risks of land contamination are considered to be low.</p> <p>The site is adjacent to existing residential areas. It is likely that there will be impacts on these neighbouring uses for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>On balance, it is anticipated that the impacts are likely to be positive in the medium to long-term as the facilities and openspace are developed but may potentially have some short-term adverse impacts from site construction.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>No masterplanning information was available to support this assessment.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level and type of openspace will be subject to masterplanning.</i></li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+ -	<p><b>Likely Significant Effects</b></p> <p>Educational provision will need to be in line with policies set out in the Local Plan. 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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision. Hempland Primary School is identified as being within 800m of the site. Currently there is no nursery provision or secondary school within 800m, Burnholme College is within 2km of the site.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon employment practices in</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 100%; background-color: #90EE90; margin-right: 5px;"></div> <div style="width: 10px; height: 100%; background-color: #FFD700; margin-right: 5px;"></div> </div>	<p>the companies that construct the development. In addition, the local centre is likely to generate a small number of jobs on the site in the long-term.</p> <p>Currently, the effects of this are assessed as potentially positive but with a negative assessment regarding the specific requirements for educational provision for which further information is required and for which once determined, provision will need to be made.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Any additional education provision will need to be established between CYC and the site promoters.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Educational capacity will be established between CYC and the site promoters as part of ongoing masterplanning.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p><b>0</b></p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. In the longer term, additional jobs may be generated at the development after the construction period as facilities or shops could be included.</p> <p>The development overall would support the housing of the local workforce for other employment opportunities within the city helping to support the overall economy.</p> <p>However given the overall scale of the development the effect in the long term is considered to be neutral.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that there will be no long term retail or other employment opportunities in the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> <li>Promote the safety and security for people and/or property.</li> </ul>	0	+	<p><b>Likely Significant Effects</b></p> <p>The scale of the housing forecast would enable a positive contribution towards the provision of affordable housing. Based upon the current affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term towards meeting the identified affordable housing need and work towards breaking down barriers to affordable accommodation.</p> <p>There are existing facilities just within 800m of the site which may also benefit from the large residential development as their viability could be increased. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on these facilities and to ensure access in the site which is further away.</p> <p>Overall this site has been assessed as having a neutral/postive impact on this objective in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The facilities and services provided on the site will be subject to masterplanning and occupation following development.</li> </ul>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>Overall, the development should have good transport links and be able to promote non-car modes of travel. The Transport Statement produced for the development proposals identifies that routes will be created across the site should encourage walking and cycling. The developer is proposing to install a new footpath along the northern side of Stockton Lane. In addition, a Travel Plan will be produced to further promote sustainable modes of transport.</p> <p>The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour.</p> <p>No direct bus service is proposed to the site, however Stockton Lane is identified as a bus route and the proposed development site is within 300m of existing bus stops providing a frequent service to York City Centre during peak periods. There are no cycle routes in immediate proximity to the proposed development site, however there are cycle lanes to the south west at Heworth Green roundabout which provide links to the wider network. The transport statement produced on behalf of the developers identifies that York City Centre is approximately 13.5 minutes by bicycle</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; justify-content: space-between; width: 100%;"> <span style="background-color: #90EE90; padding: 2px;">+</span> <span style="background-color: #FFD700; padding: 2px;">-</span> </div>	<p>from the site. Based upon the 2011 Census it is noted that approximately 19% of the Heworth Without Ward cycle to work compared to the overall rate of 12% for York.</p> <p>A comprehensive travel plan for the site will need to be developed to ensure that travel from the site is predominantly using sustainable modes as opposed to the car.</p> <p>It is likely that this site could have positive impacts due to it already be highly connected although there may be negative impacts on this objective, the scale of which will depend upon masterplanning and uptake of sustainable transport options.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The impacts from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> <li>• <i>A full access and movement strategy is developed to maximise connectivity to York via sustainable travel modes and behaviour. This should be agreed between relevant bodies.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The infrastructure required for the settlement would be viable</i></li> <li>• <i>The preliminary transport assessment has been undertaken on behalf of the site promoters with input from external bodies.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of congestion as a result of this development and as a result of its occupation.</i></li> <li>• <i>The behaviour of future occupiers and their travel needs.</i></li> <li>• <i>The phasing and timescales for the appropriate infrastructure provision.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon</li> </ul>	<div style="display: flex; justify-content: space-between; width: 100%;"> <span style="background-color: #90EE90; padding: 2px;">+</span> <span style="background-color: #FFD700; padding: 2px;">-</span> </div>	<p><b>Likely Significant Effects</b></p> <p>Emissions are likely to increase during the construction phase of the development due to trip generation to the sites, such as HGVs and construction vehicles, the use of machinery and the embedded carbon in construction materials. Post development there is also likely to be emissions associated with the occupation of dwellings/other facilities and services and trips generated by the residents. However, the provision of some 165 homes will lead to an increase the number of private cars within the Heworth Without Ward and also within the City. There is the potential for the increase in vehicles to lead to an increase vehicle movements, although whether it will be within the City or the strategic road network that is affected is uncertain</p> <p>The number of resident trips may be reduced depending on the success and up-take of sustainable travel modes as well as the location of</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>technologies;</p> <ul style="list-style-type: none"> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>		<p>employment opportunities, local facilities and services and openspace, the scale and location of which is currently uncertain. The size of the site would also 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 greenhouse gases and ultimately, climate change. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet the Government’s agenda of zero carbon buildings post-2016. Should this site be brought forward post-2016 it will need to conform to zero carbon buildings standards, which will be positive for this objective. To enhance this, the site should seek to optimise the layout of the site to make use of natural features/orientation in relation to solar gain. The Renewable Energy Evidence Base (2014) states that this site has high potential for incorporating solar PV and solar thermal technologies as well as medium potential for district heating, biomass and ground source heat pumps. Any masterplanning of the site should therefore help to maximise the opportunities for using these renewable energy sources to help offset any impacts from the construction and occupation of the site in the future. This would need to be demonstrated through a Sustainability Statement and Low Carbon Energy Generation Strategy for the site.</p> <p>The significance of the impact will depend upon masterplanning and implementation of building regulations. However, overall there is an opportunity to have a long-term positive impact by minimising the impacts of the site through the delivery of a low-carbon construction/energy generation strategy. Emissions from the construction and occupation of the site however may continue to have a potentially negative impact.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016 and that the site will not be delivered in advance of this timescale.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of effects as a consequence of residents is unknown.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and</li> </ul>	<p>?</p>	<p><b>Likely Significant Effects</b></p> <p>The site is identified as being rough grazing land bound by hedgerows with several partial hedgerows running into the site. The majority of the site is identified as being grazed by cattle whilst one field (to the east) is ungrazed. The site contains rough grassland and large areas of tall ruderals. There are two ponds and scattered trees within the site.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>accessible high quality and connected natural environment.</p>	<p>SSSIs ;</p> <ul style="list-style-type: none"> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>		<p>There is one statutorily designated site of nature conservation interest within 2km of the site (St. Nicholas Fields Local Nature Reserve) and one non-statutory nature conservation site (River Foss Corridor SINIC). The Extended Phase 1 Habitat Survey prepared for the promoters of the site concludes that no adverse impacts are anticipated on these sites as a result of development coming forward.</p> <p>The habitat survey also concluded that:</p> <ul style="list-style-type: none"> <li>• The dominant improved grassland habitat is of little nature conservation value, however there are areas of ungrazed grassland which is of value to invertebrates, ground nesting birds, small mammals, foraging bats and birds;</li> <li>• The site may support great crested newts;</li> <li>• The site provides foraging, commuting and roosting opportunities for bats;</li> <li>• The site is considered to be of conservation value for breeding birds.</li> </ul> <p>Addition species specific surveying is required to confirm the ecological value of the site. Appropriate mitigation and landscaping would be required o ensure the integrity of any habitats of potential ecological value. The ecological report contains a number of mitigation measures which include:</p> <ul style="list-style-type: none"> <li>• Retaining mature hedgerows and trees where possible;</li> <li>• Planting native species to supplement retained trees and hedgerows;</li> <li>• Incorporation of bird boxes;</li> <li>• Minimising permanent and temporary lighting on the site to prevent causing disruption to feeding or commuting bats.</li> </ul> <p>On balance the proposed development of the site is assessed as likely to have limited impacts, although further survey work is required to confirm the impact of development on protected species which may be on site.</p> <p>This site has a number of species and landscape features which need to be carefully considered and mitigated through masterplanning. For this reason the site has scored uncertain impacts as the scale of effects would be subject to implementation and successful mitigation, as agreed by CYC.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should prioritise locations away from any areas identified to have high ecological interest to minimise disturbance and allow any ecological enhancement/mitigation to establish.</i></li> <li>• <i>A full Green Infrastructure Plan for the development should be developed, incorporating openspace and a biodiversity management plan.</i></li> <li>• <i>Established hedgerows should be maintained where they function as wildlife corridors and foraging habitats.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>A programme of further studies to be agreed between site promoters and CYC ecologists as part of the ongoing masterplanning process.</li> <li>Initial ecological evidence referenced has been prepared by Brooks Ecological on behalf of the site promoters.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The implementation timescale of mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>- -</p>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 3b agricultural land, which signifies it is high grade agricultural land. This would be a significant loss of the land type within this area and would therefore have a negative impact on this objective.</p> <p>The site has been used for agricultural purposes and therefore the risks of land contamination are considered to be low..</p> <p>On balance this site is scored significantly negative due to it being a greenfield site and in an area of predominantly high grade agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>also likely to be revised in the next WRMP, to be adopted in 2019.</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 also mitigate impacts on this objective.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Yorkshire draft Water Resources Management Plan (WRMP)(2014) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>• Promote reduction, re-use, recovery and recycling of waste;</li> <li>• Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable impact on waste generation and use of materials. 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>Overall the impacts of this site are likely to be negative but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that waste is processed according to the waste hierarchy during the construction and remediation phases.</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no AQMAs adjacent to this site. However, the potential for increased congestion/ traffic flows associated with both construction and operational traffic, air quality levels should be monitored and managed as there are potentially large air quality implications for the arterial routes in towards the city. There is an AQMA around the city centre, which may be affected should travel increase towards the city centre. There may also be short-term adverse impacts arising from construction activities relating to, for example, on-site HGV movements, dust and emissions associated with the use of machinery. A full air quality impact assessment is therefore required.</p> <p>Further, proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short-distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Overall the impact of this site could be negative subject to the implementation of further appraisal, mitigation and ensuring the occupants on site have sustainable travel behaviour.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Appropriate assessments undertaken to understand the traffic impact of the site to enable air quality mitigation measures to be appropriately identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Initial work to appraise air quality has been undertaken by the site promoters. A full air quality assessment will be undertaken alongside ongoing masterplanning of the site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>There is some uncertainty on the scale of impacts from development, which will be able to be more fully identified following masterplanning of the site.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>This development site is predominantly flood zone 1 which is an area of low flood risk. Surface water management will need to be considered. This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose openspace to minimise further flood risk as a result of any development.</p> <p>A full Flood Risk Assessment for this development will be required to more fully understand the impacts of development on this site.</p> <p>The impact on this objective has been identified as positive given that there are no areas of high flood risk.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs.</i></li> <li>• <i>Ongoing flood risk management planning is undertaken and fed into the masterplan of the site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The development of the site would require mitigation for surface water.</i></li> <li>• <i>Flood risk and surface water management is agreed with CYC and associated bodies, where applicable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no designated heritage assets within the site. The HIA has identified that several field boundaries on the site are shown on the 1852 OS map and are likely remnant of an earlier strip field system.</p> <p>A desk based and geophysical survey undertaken on behalf of the site promoters has confirmed that the site has moderate archaeological potential. The presence of buried remains is unproven however if Stockton Road does follow the York to Malton Roman Road then archaeological remains may exist. The remains of medieval agricultural may had had a negative or positive impact upon potential earlier archaeology. This conclusion is addressed within the HIA which also identifies the presence of ridge and furrow within the site.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	Topic Paper.		<p>On balance there is potential for this site to have a neutral to minor negative impact on heritage assets and their setting.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In defining the development, the strong identity of the site needs to be taken into consideration so that this is not lost through merging with existing development.</i></li> <li><i>Programme of archaeological mitigation and investigation should be agreed with CYC.</i></li> </ul> <p><b>Assumptions</b></p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>Further analysis is required to understand the specific views into/out of the site. This will need to feed into the masterplan of the site.</i></li> </ul>
15. Protect and enhance York's natural and built landscape.	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The landscape in this area is predominantly arable.</p> <p>The HIA also identified that the field boundaries and lanes within the site form part of the historic village setting of Heworth. This is one of the last parts of the agricultural features related to Heworth although it is located some distance away from the village core. The HIA concluded that development would destroy or negatively impact upon this historic grain. The HIA also concluded that development of the site would reduce the distance between Heworth and Malton Road which may have a slight impact upon the setting of the city.</p> <p>A landscape and visual appraisal for the site has been undertaken on behalf of the site promoters. The assessment has concluded that the character of the site is considered to be transitional but perceptively within the urban fringe area of the City and with a predominately suburban nature. The assessment concludes that the site is well contained but reflects the visual influence of the adjacent urban and suburban areas rather than the more rural areas to the east.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed settlement or quality of building/craftsmanship could have minor harm on York in general. In addition, it is considered that any development which removes visible historic grain would be detrimental to the area.</p> <p>This site has been appraised to have a minor negative impact depending on the implementation of mitigation and treatment of the landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>To reduce the impact development of the rural character, any development scheme must incorporate appropriate buffering to reduce visibility of development.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>• <i>Emerging masterplanning should incorporate the findings of the landscape appraisal to help minimise impacts in this location.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the landscape masterplan to ensure the integrity of the deposits.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also creating an independent identity.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The preliminary Landscape Appraisal has been completed on behalf of the Landowners/developers.</i></li> <li>• <i>Masterplanning is ongoing.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Given the ongoing nature of the masterplanning process, the success of this development and how the design responds to heritage issues is not likely to be known fully until the planning application stage.</i></li> <li>• <i>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p><b>Summary</b></p> <p>Significant positive effects have been recorded against objective 1 (housing) due to the scale of provision of new homes.</p> <p>Objective 9 (land use) was assessed as a significant negative effect due to the loss of classified greenfield land.</p> <p>A minor positive effect was recorded against objective 2 (health and well being) due to the opportunities to promote walking and cycling within the site and to enhance opportunities outside of the site e.g. new footpath along Stockton Lane. A minor positive effect was also recorded against Objective 13 (flooding) since the site is identified as being predominately within flood zone 1. Objective 5 (equality) was also assessed as a minor positive effect due to the inclusion of affordable housing and access to existing services.</p> <p>Minor negative effects have been identified against objective 6 (. Objective 10 (water efficiency) was also assessed as a minor negative due to the demand for additional water resources associated with the development. Objectives 11 (waste) and 12 (air quality) were also recorded as minor negative effects due to the increased waste generation and local air pollution from HGV movements and longer term congestion. Minor negative effects were determined against objectives 14 (cultural heritage) and 15 (landscape) due to potential effects on local character, setting and views as well as archaeological features on site.</p> <p>A minor mixed positive and negative effect was identified against objectives 3 (education and skills) due to the additional demands placed upon local schools, Objective 6 ( travel) due to the anticipated increase in private vehicle use albeit the site was considered to be relatively well connected and objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>Whilst the construction of the development was considered likely to generate positive effects against objective 4 (jobs and growth), given the overall scale of development the long term effect was considered to be neutral.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space including additional ecological mitigation which may be required following protected species surveys to be included in the development.</p>			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect

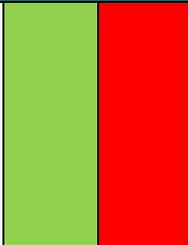
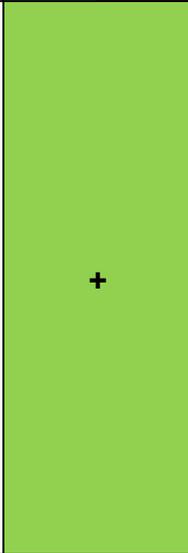
## Part 2: Alternative Sites

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## Site 167 – Shipton Road (Clifton Hospital)

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The potential development of Shipton Road site is forecast to comprise of 336 new dwellings, which represents a new development of significant scale in the city. This is expected to contribute to delivering homes which meet the mixed needs of the community and is in an area of known housing need. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation</p> <p>It is uncertain whether new facilities will be included in the development due to its scale.</p> <p>Due to the scale of the delivery of new homes, a significant positive effect is anticipated on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Include provision of new community facilities and services in the development if possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>Part of the proposed site is an area of existing open space so the development would result in a loss of access to open space. However, the Local Plan policies would require the inclusion of new open space to encourage outdoor recreational activities which to some extent may compensate for those areas lost. The developer indicates that a play space and recreational area would be provided as part of the site development which would enable residents of the new homes (as well as existing residents) to have access, but it is uncertain whether this would exceed the loss of original open space.</p>

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				<p>The developer proposes to incorporate a network of pedestrian and cycle routes with connections with existing pedestrian/cycle networks.</p> <p>There is no access to doctors within 800m of the site.</p> <p>There is the potential for ground contamination to be present due to the previous use of the site as a hospital. An assessment and potential remediation are required to ensure the safety of residents.</p> <p>In the short term, construction noise may cause temporary disturbance to the adjacent business park. Longer term, noise from the A19 could affect the health and wellbeing of residents in the northern part of the proposed site.</p> <p>It is anticipated that an overall mixed minor positive and negative effect will arise on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A noise assessment and strategy would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Any identified ground contamination would be remediated prior to completion of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The level and type of open space proposed in the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+	--	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>Although there are primary and junior schools in the vicinity of the development, there are no nurseries, primary or secondary schools accessible within 800m of the site. The extent of existing school's additional capacity to accommodate students from the new development would need to be established.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a mixed minor positive and significant negative effect on this objective.</p> <p><b>Mitigation</b></p>

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			<ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that local schools would have capacity for additional students from the development.</i></li> <li>• <i>It is assumed that the scale of the development does not warrant the inclusion of a new school.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of students and their educational needs will only be fully determined upon the development's completion and occupation.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, temporary construction jobs are expected to be generated through the development of the site. Longer terms jobs after the construction period are not anticipated at the development if there are no facilities included on site.</p> <p>The development's location adjacent to Clifton Park business park means that the development has the potential to support the local workforce and benefit the local economy.</p> <p>There are a number of options for transport to the site including nearby bus routes, Park and Ride and cycle routes, which would support local sustainable transport and a low carbon economy, in addition to providing access to employment across the city.</p> <p>This has been assessed as a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that no on-site businesses are proposed as part of the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The development would contribute to the provision of affordable housing, which would help meet affordable housing needs and address barriers in access to accommodation.</p> <p>Information from the developer indicates that the site is located within an accessible distance of existing facilities and services such as supermarkets. If local facilities were included in the</p>

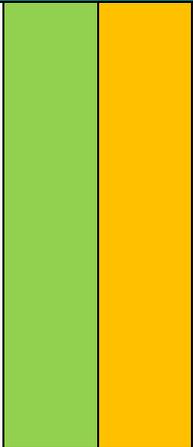
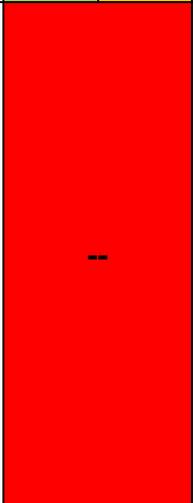
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	<ul style="list-style-type: none"> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>		<p>development, this would also contribute to provision of accessible services for local residents. This has been assessed as a minor positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Provision of local facilities would support equality and access on the development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that existing local services have the capacity to expand for new residents.</i></li> <li>• <i>Assumed that affordable housing would be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Good connections would be required to link in with existing cycle and pedestrian networks, and to encourage use of public transport. There are a variety of sustainable travel options, including frequent bus routes within 400m of the site, a Park and Ride, existing cycle routes within 50m of the development, and a train station within a 15 minute cycle ride. In conjunction with Local Plan policies to promote sustainable transport, it is assumed that car use will be minimised where possible, with regular bus services into York city centre. The transport model indicates sustainable travel will account for one third of the trips made from the development.</p> <p>The site's proximity to the adjacent business park could result in reduced travel distances to employment opportunities, which would make a positive contribution to this objective.</p> <p>While some additional congestion may arise from the additional vehicle trips likely to occur from the development, this could be mitigated by potential highway improvements. Local highway improvements may be required as a result of the transport assessment.</p> <p>Overall, a significant positive effect is anticipated against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Undertake transport assessment and local highway improvements if necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that some of the development residents may find employment at the adjacent business park.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Access to new or existing walking/cycle routes is not confirmed.</i></li> </ul>

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<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is anticipated during construction due to an increase in HGV movements, energy consumption for construction, and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption in dwellings is also expected to contribute to increased greenhouse gas emissions. Additional non-sustainable journeys made by residents would also contribute to increased emissions in the longer term.</p> <p>Due to the likely phasing of the work, houses are expected to comply with Government requirements for the design and build of zero carbon buildings, which would help mitigate the effects against this objective. There is also the potential to include renewable energy in the development such as solar power, solar thermal or ground source heat pumps. The site should maximise the use of any renewable sources in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</i></li> <li><i>The scale of renewable energy feasible on site is uncertain.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural</li> </ul>	--		<p><b>Likely Significant Effects</b></p> <p>The site is adjacent to the nationally significant Clifton Ings and Rawcliffe Meadows Site of Special Scientific Interest. This has been designated due to its species-rich neutral grassland and the presence of the critically endangered tansy beetle. The site itself is not subject to any national or international designations, but has been designated as an Area of Local Nature Conservation Interest. The Rawcliffe Meadows and Clifton Ings sites are also identified in the Local Plan as Sites of Importance for Nature Conservation (SINCs).</p> <p>It is possible that construction may result in short term negative effects on the adjacent sites due to</p>

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environment.	environment; <ul style="list-style-type: none"> <li>Provide opportunities for people to access the natural environment.</li> </ul>		dust and noise disturbance, however it is assumed that this could be appropriately mitigated and would not be a permanent effect.  The developer indicates that there is the potential for birds, bats, Great Crested newts and reptiles to be present on site, and plans to create new areas of public space. Removal of open space and development on a greenfield site is also expected as part of the development, which has the potential to reduce connectivity of green infrastructure, and removes areas which could have biodiversity value. The site is also part of the Regional Green Infrastructure Corridor.  As such, a significant negative effect is anticipated for this objective.  <b>Mitigation</b> <ul style="list-style-type: none"> <li><i>In order to maintain the integrity of the SINC and SSSI, appropriate buffering of the site is required. A Green Infrastructure Strategy should also take this into consideration.</i></li> <li><i>The phasing of the development should take account of lifecycles of key species on site and in the adjacent protected areas.</i></li> </ul> <b>Assumptions</b> <ul style="list-style-type: none"> <li><i>Assumed that any new areas of open space are smaller than lost areas of open space on site.</i></li> </ul> <b>Uncertainties</b> <ul style="list-style-type: none"> <li><i>The type and location as well as mitigation measures are to be determined through masterplanning. This creates uncertainty as to the scale and significance of any effects.</i></li> </ul>
9. Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	-	<b>Likely Significant Effects</b>  The development area is a site of unclassified greenfield land, and would not result in the reuse of previously developed land. The area has previously been used as a hospital and as a result the potential for land contamination has been identified. An assessment and potential remediation would be required for prevent pollution and safeguard soil quality.  No effects on allotments or mineral resources are anticipated.  Redevelopment is expected to result in a minor negative effect against this objective due to the use of greenfield land.  <b>Mitigation</b> <ul style="list-style-type: none"> <li><i>Any contamination of the site needs to be remediated appropriately for the proposed use.</i></li> </ul> <b>Assumptions</b> <ul style="list-style-type: none"> <li><i>Any identified ground contamination would be remediated prior to completion of the development.</i></li> </ul>

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			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The River Oust is approximately 250m west of the site, which is not expected to be affected from silt and other runoff contaminants from the site. The development is not located in a groundwater Source Protection Zone.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water’s Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water’s area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption. However the overall increase in water consumption from the new dwellings has resulted in this being assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that runoff from the site would not reach the River Oust.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of water efficiency measures is not yet known.</li> </ul>

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11. Reduce waste generation and increase level of reuse and recycling.	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-		<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is located over 500m away from the site, however this has the potential to be affected by the additional traffic generation from the completed development. Traffic figures would need to be screened and an air quality assessment completed due to this potential impact on the Clifton Green AQMA.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of</p>

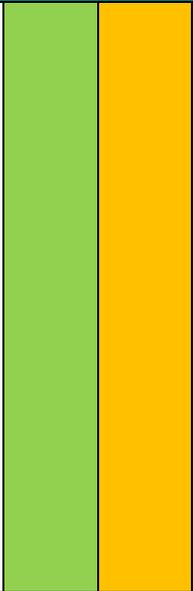
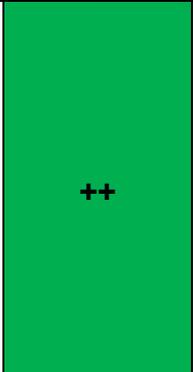
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	<p>health of future occupants/users;</p> <ul style="list-style-type: none"> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>residents in the long-term.</p> <p>There are a variety of sustainable travel options, including frequent bus routes within 400m of the site, a Park and Ride, existing cycle routes within 50m of the development, and a train station within a 15 minute cycle ride. In conjunction with Local Plan policies to promote sustainable transport, it is assumed that car use will be minimised where possible to reduce transport emissions.</p> <p>Overall a mixed minor positive and negative effect is anticipated due to the increase in construction emissions and residents' traffic movement, in addition to the expected uptake of sustainable transport.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required to understand the potential impacts and to enable mitigation measures to be put in place.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site is located in Flood Zone 3a, which is an area at high risk of flooding. The most vulnerable and essential infrastructure uses should only be permitted in this zone if the Exceptions Test is passed.</p> <p>The area to the west of the site is designated as part of the flood alleviation scheme for the existing hospital development.</p> <p>Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development. As the site is greenfield the runoff rates must not exceed 1.4 l/sec/ha.</p> <p>Due to the high flood risk at the site, this has been assessed as a significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The development of the site would require mitigation for surface water.</li> </ul>

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			<ul style="list-style-type: none"> <li>Assumed that the site remains in flood zone.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are good condition ridge and furrow archaeological features present on the site which would need to be preserved. The development may have a detrimental impact on any surviving archaeological deposits and landscape features.</p> <p>Development would remove part of the green wedge extending out of the city, which has been recognised as important to the historic character and setting of the city.</p> <p>There is also the potential for inappropriate scale or low quality architecture/craftsmanship of residential buildings to have a detrimental effect on the architectural character of York.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</li> <li>Further architectural and craftsmanship analysis and mitigation is required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the ridge and furrow would be lost if development took place.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	- -	<p><b>Likely Significant Effects</b></p> <p>This site forms part of a Green Wedge as identified in the historic character and setting evidence work (2014) and multifunctional green space extending out of the city and along Clifton Ings. Development would remove part of this green wedge which has been recognised as important to the historic character and setting of the city.</p> <p>The value of the landscape in this area is also high due to the presence of ridge and furrow and the provision of green infrastructure.</p>

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			<p>This has resulted in a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Further landscape assessment and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>The proposed development has resulted in significant positive effects being recorded against objectives 1 (housing) and 6 (transport) due to the delivery of a large number of new houses and the sustainable travel options from the site. Significant negative effects have been identified against objective 3 (education and training) due to the lack of access to nursery and educational facilities, objective 8 (biodiversity) due to the proximity of a SSSI which may be at risk from the development, and objective 13 (flooding) as the site is located in an area at high risk of flooding and Objective 15 following the identification of the site within the historic character and setting evidence work.</p> <p>The development has been assessed as having minor positive effects against objectives 3 (education and training) and 4 (jobs) due to the generation of temporary construction jobs and associated skills development, in addition to access to the local business park and sustainable commute options for objective 4. A minor positive effect has also been recorded against objective 5 (equality) due to the provision of affordable housing and access to existing services. Minor negative effects have been recorded against objective 9 (land use) due development on a greenfield site and the potential for land contamination, as well as objective 10 (water) due to potential detrimental impacts on local water quality from increased consumption. Objective 11 (waste) has also been assessed as a minor negative effect due to the increase in waste generation from construction and the occupants. Minor negative effects were also recorded against objective 14 (historic environment) due to the potential detrimental impacts on the historic setting of the city, onsite archaeological features.</p> <p>A mixed minor positive and minor negative effect has been recorded against objective 2 (health) due to access to open space and anticipated uptake of outdoor activities, in addition to the potential for noise impacts, land contamination and lack of access to doctors, as well as objective 7 (climate change) due to the potential to increase renewable energy and the increase in greenhouse gas emissions as a result of the development. Objective 12 (air quality) was also assessed as being a mixed minor effect due to potential effects on the closest AQMA from increased construction and resident’s traffic, and the potential uptake of sustainable travel modes for other journeys.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development.</p>			

## Site 170 – Pond Field, Heslington

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The potential development of the Pond Field site is forecast to contain approximately 160 new dwellings, which will deliver a significant number of new homes in an area of known housing needs. This will contribute to meeting the housing needs of the York population. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>Information from the developer indicates that additional local facilities may be included, but that this is not certain due to the size of the site.</p> <p>Due to the scale of the development, this will result in a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Undertake assessment of the impact of new community facilities on Heslington. Include provision of new facilities at Pond Field if possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</li> <li>• It is uncertain whether the development will deliver additional new facilities.</li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The development is located on a greenfield site, however it is situated within 250m of a closed landfill which may have caused contamination, dependent on pollutant pathways and the integrity of any containment measures. An assessment of ground conditions would be necessary and potentially remediation work if identified in the investigation. Information from the developer also indicates</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>		<p>previous mineral extraction on the development site.</p> <p>The developer envisages retaining the pond and hedgerows on site, so access to existing open space and the local natural environment would be available.</p> <p>The site is identified as having good cycle facilities, and a new footpath would also be required. Access to walking and cycling should therefore be improved.</p> <p>In the short term, construction noise may cause temporary disturbance to the adjacent housing estate. No long term noise issues have been identified for the site.</p> <p>Healthcare facilities are accessible within 800m from part of the site.</p> <p>As a result of the above factors, a mixed minor negative and minor positive effect has been identified.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A new footpath and additional sustainable transport facilities should be included in the development.</li> <li>Playfields should be allocated to the north of the site.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Any identified ground contamination would be remediated prior to completion of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The final amount of open space available on the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>There are a variety of educational establishments within close proximity to the development, including a primary school within 400m of the site, and nurseries and secondary schools within 800m. However the extent of additional capacity to accommodate students from the new development would need to be established. The University of York is also adjacent to the development site which could provide educational opportunities for students from the new development.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>It is therefore anticipated that there will be a significant positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of educational facilities would be in line with policy EST1 of the Local Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local schools would have capacity for additional students from the development.</li> <li>Assumed that the scale of the development does not warrant the inclusion of a new school.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the development's completion and occupation.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. In the longer term, additional jobs may be generated at the development after the construction period as facilities or shops could be included.</p> <p>The development is in close proximity to the University of York's transport hub, which could provide employment opportunities for residents of the new development. Proximity to the York park and ride plus reasonable public transport access would also support a flexible workforce able to contribute to the York local economy. Sustainable transport opportunities such as good cycle facilities would support the promotion of a low carbon economy.</p> <p>This is anticipated to result in a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that no on-site businesses are proposed as part of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site may help address deprivation inequalities through the provision of affordable housing. Based upon the current affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards</p>

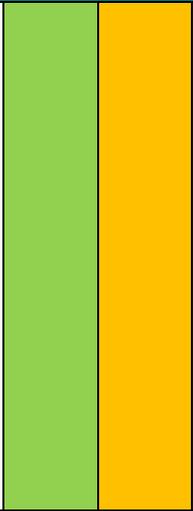
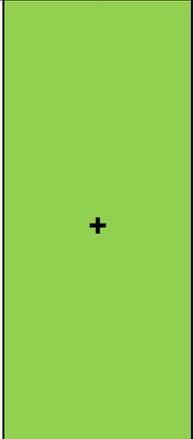
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>population;</p> <ul style="list-style-type: none"> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>		<p>the need for affordable accommodation.</p> <p>Information from the developer indicates that additional local facilities may be included, but that this is not certain due to the size of the site. The site has access to existing facilities in Heslington village within 300m of the site, which could benefit from usage by additional local residents. Access to these facilities could be enhanced through creating pedestrian and cycle routes to the village centre.</p> <p>Overall this has been assessed as having a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Assess the viability of including new facilities within the development, and include if possible.</li> <li>• Create pedestrian and cycle access routes to facilities in Heslington village.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Assumed that local services have the capacity to expand for new residents.</li> <li>• Assumed that affordable housing would be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• It is uncertain whether the development will deliver additional new facilities.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The site has two potential access points for vehicles, however a transport assessment and travel plan would be required to determine suitability for the volume of traffic generated.</p> <p>The development is in a location accessible for sustainable forms of travel, with good cycle facilities including the National Cycle Network Route 66 adjacent to the site. There are good public transport links including frequent bus routes within 400m of the development, a Park and Ride bus stop within 800m, and a train station within cycling distance. The development is also close to the University of York transport hub. Sustainable travel can be promoted for residents to encourage uptake of these sustainable options.</p> <p>Information from the developer indicates an expected low level of additional traffic and congestion, with local recent highway improvements potentially having sufficient additional capacity at key junctions to be unaffected by the development.</p> <p>Due to the potential for enhanced sustainable transport uptake at the site and the limited expected congestion, this has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A transport assessment and travel plan would be required to assess access to the site.</li> <li>• Sustainable transport links to existing pedestrian and cycle networks would be required,</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><i>including a footpath link to housing east of the site</i></p> <ul style="list-style-type: none"> <li>A suitable internal layout would be required to maximise walking and cycling within the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of congestion as result of this development as a result of its occupation.</li> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is expected during the construction stage due to an increase in HGV movements, energy consumption and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption in dwellings is also expected to contribute to increased greenhouse gas emissions. Additional vehicle trips made by occupants of the new development would also contribute to greenhouse gas emissions in the longer term.</p> <p>Due to the likely phasing of the work, houses are expected to comply with Government requirements for the design and build of zero carbon buildings, which would help mitigate the effects against this objective. There is also the potential to include renewable energy in the development such as solar power, solar thermal or ground source heat pumps. The site should maximise the use of any renewable sources in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
		<div style="display: flex; justify-content: space-between; width: 100%;"> <div style="width: 20%; background-color: #90EE90;"></div> <div style="width: 80%; background-color: #FFD700;"></div> </div>	<ul style="list-style-type: none"> <li><i>The scale of renewable energy feasible on site is uncertain.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<div style="background-color: #FFD700; text-align: center; color: black; font-weight: bold;">-</div>	<p><b>Likely Significant Effects</b></p> <p>The development is on a greenfield site which includes hedgerows and a pond. The site forms part of a local green corridor which would be affected by the development. Information from the developer indicates that the hedgerows and pond would be retained on the development.</p> <p>There are no nationally or locally designated sites within or adjacent to the development. However the loss of greenfield land is expected to have an overall detrimental effect on biodiversity and the connectivity of green infrastructure.</p> <p>This has been assessed as having a minor negative effect against his objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Further surveys for birds, bats, newts and reptiles would be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Assumed that hedgerows and the pond are retained on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<div style="background-color: #FF0000; text-align: center; color: black; font-weight: bold;">--</div>	<p><b>Likely Significant Effects</b></p> <p>The proposed development is located on a greenfield site and would not involve in the reuse of previously developed land. The site includes classified Grade 3b agricultural land so this would result in the loss of versatile agricultural land.</p> <p>A closed landfill site is located within 250m of the site. There is the potential for contaminants to have migrated to the development area so an assessment of land quality would be required, with the potential for remedial work. These actions would ensure that the land is safe for use.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Any identified ground contamination would be remediated prior to completion of the</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>development.</i></p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether contamination is present on site.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>There is a surface water body on site which is expected to be retained by the developers. The pond is at high risk of contamination and silt runoff during the construction stage, which could have a short to medium term negative effect on water quality. The site is not within a groundwater Source Protection Zone.</p> <p>The increase in local population due to the new dwellings is expected to increase the demand on water resources. This has the potential for a long-term negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The uptake of water efficiency measures is not yet known.</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p style="text-align: center;">-</p>		<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and any possible remediation is unknown.</li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> </ul>	<p style="text-align: center;">+</p>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The nearest AQMA is located over 500m from the site boundary and no effects on this area are expected.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys.</p> <p>If services and facilities are incorporated into the development this would help ensure local provision</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Accessible public transport and good cycle links means that the development should promote sustainable transport to minimise car use in the longer term. Despite this, an increase in traffic from the new dwellings is anticipated which could cause deterioration in air quality along Lawrence Street.</p> <p>Overall a mixed minor positive and negative effect is anticipated due to the increase in construction emissions and residents' traffic movement, in addition to the expected uptake of sustainable transport.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Inclusion of electric vehicle recharging infrastructure would promote improvements in air quality.</li> <li>An air quality assessment would be required for the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site is partially covered with a pond and contains an area of poor surface drainage, however it is located in flood zone 1 and is not identified as being an area of high flood risk. A flood risk assessment (FRA) would be required in line with policy FR1 of the Local Plan.</p> <p>The development should incorporate sustainable drainage systems (SUDs) in line with Local Plan policy FR2. The site must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3, with runoff rates of 1.4 l/sec/ha.</p> <p>The anticipated incorporation of sustainable drainage and lack of impact on flood risk has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A flood risk assessment should be undertaken for the site.</li> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p>

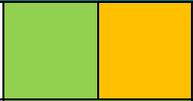
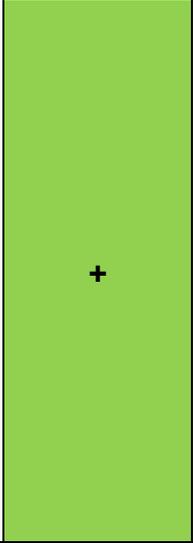
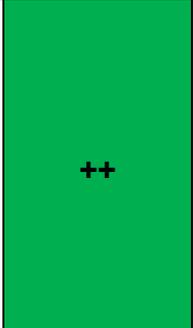
SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>Assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	-	-	<p><b>Likely Significant Effects</b></p> <p>Development in the proposed location would blur the distinct edges between York University Campus, Badger Hill Estate and the village of Heslington. The site currently forms a natural boundary, and development may adversely impact upon the identity of Heslington village and the surrounding campus and residential areas.</p> <p>This site also borders the Heslington Village Conservation Area, so development may impact upon the character and setting of the Heslington by removing one of the last remaining open spaces on the north side of the village. The site currently also maintains the setting of Heslington Church.</p> <p>Inappropriate scale or low quality architecture/craftsmanship of either residential or commercial buildings has the potential for a detrimental effect on Heslington and York in general.</p> <p>Roman human remains have been found on the site, and the site is located close to known prehistoric and Roman settlements. It has been relatively undisturbed throughout the intervening centuries and development could have a detrimental impact on any surviving archaeological features.</p> <p>As a result, this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</li> <li>Further setting, architectural and craftsmanship analysis and mitigation would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that archaeological remains are still present on site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York's natural and built</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> </ul>	--		<p><b>Likely Significant Effects</b></p> <p>Development at the proposed location will remove the rural character which still remains on this part of Field Lane. The Heslington East Campus is well set back from the road leaving an open and green</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
landscape.	<ul style="list-style-type: none"> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>		<p>landscape setting when entering Heslington from the east.</p> <p>The site is important for the the setting of Heslington Village and the new University campus and provides separation from Badger Hill. The site would compromise the setting of the village. Whilst mitigation has been suggested by the site promoter, it is not considered sufficient to mitigate the impacts of the character and setting of Heslington Village and prevent coalescence with Badger Hill or the disruption to the green infrastructure corridor.</p> <p>This has been assessed as having a significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Further landscape assessment and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>A number of significant positive effects have been identified for this objective. This includes objective 1 (housing) due to the number of new homes that will be delivered and objective 3 (education and training) as a result of the provision of good educational opportunities. A significant positive effect was also recorded against objective 5 (equality) due to the inclusion of sustainable homes and access to local facilities, as well as against objective 6 (transport) due to the access to sustainable transport infrastructure. A significant negative effect was recorded against objective 9 (land use) due to the loss of greenfield agricultural land and the potential for contamination from a nearby former landfill site ad Objective 15 due to the likely impact on Heslington.</p> <p>Objective 4 (jobs) was assessed as a minor positive effect due to the anticipated generation of construction jobs and the available sustainable community options. A minor positive effect was also recorded against objective 13 (flooding) due to the low flood risk and expected uptake of sustainable drainage. A minor negative effect was determined against objective 8 (biodiversity) as a result of the loss of an area of greenfield land which would have supported species and habitats, objective 10 (water) due to the presence of a water body on site and the overall increase in local water consumption, and objective 11 (waste) as a result of the increase in waste generation. Objectives 14 (cultural heritage) was also recorded as minor negative effects due to the potential impacts on Heslington Conservation Area and Roman remains found on site.</p> <p>A mixed minor positive and minor negative effect was determined against objective 2 (health) due to access to open space and outdoor activities in addition to temporary disturbance from construction noise, and against objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions associated with construction and the residences. The same effects were also recorded against objective 12 (air quality) due to the expected uptake of sustainable transport which would reduce emissions to air along with the increase in construction emissions and residents’ traffic.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy to be included in the development.</p>			

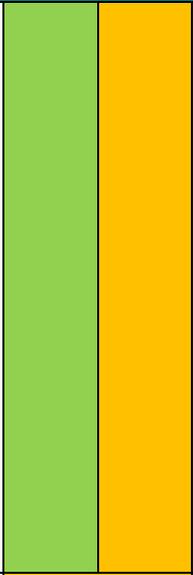
## Site 250 – South of A59

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development is a large site which could deliver 525 new homes, which is a significant number of new dwellings in an area where additional housing is needed. Based upon the proposed affordable housing policy (H9), the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>Due to the size of the site, it is assumed that new facilities will be included in the development which will help meet the needs of the local community. There are limited existing facilities within reasonable distance of the site.</p> <p>The scale of the development and number of homes delivered in an area of need has been assessed as having a significant positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and the nature of community facilities developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose</li> </ul>	<p>+</p>	<p>-</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	unacceptable risks to health.			<p>connect to existing cycle routes and footpaths.</p> <p>There are no healthcare facilities available within 800m of the development.</p> <p>No land contamination issues have been identified for the development area.</p> <p>As a result of the above effects, and mixed minor positive and negative effect is expected for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A noise assessment should be performed and a strategy put in place if necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Assumed that open space and sports provision will be included in the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The level and type of open space will be subject to masterplanning.</li> </ul>
3. Improve education, skills development and training for an effective workforce.	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>There is a primary school within 800m from some parts of the site, and no other secondary schools or nurseries within this distance.</p> <p>The capacity of any existing schools to accept additional students would need to be determined.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>This has therefore been assessed as a mixed minor positive and negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Provision of educational facilities would be in line with policy EST1 of the Local Plan.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The number of students and their educational needs will only be fully determined upon the</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>developments completion and occupation.</i></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	 <p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. If community facilities or shops are included in the development, then there may be long term generation of a small number of jobs on the development site.</p> <p>The development is in close proximity to the Northminster business park, with a planned cycle pass to the business park beneath the A1237, which would also promote low carbon commuting to this location. The development may support housing for the local workforce and therefore support York's economy. Poppleton train station with regular trains into the city centre and local bus routes are available to help promote a flexible workforce.</p> <p>This has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Assumed that community shops or facilities would be included in the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> <li>Promote the safety and security for people and/or property.</li> </ul>	 <p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>Proposed policy H9 indicates that the site would have a target to provide 35% affordable dwellings, which would significantly provide for affordable housing demand and help address housing inequalities in the longer term.</p> <p>The inclusion of facilities within the development would ensure that accessible services are available for the local population. There are also facilities such as a local supermarket accessible from the site.</p> <p>Overall this has been assessed as having a significant positive effect on equality and access.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>It is assumed that new services and facilities would be included within the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The facilities and services provided will be subject to masterplanning and occupation following development.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p>++</p>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>Information from the developer indicates planned access to cycle and footpaths, with connection to existing cycle routes and cycle routes on or adjacent to the site. These should be promoted to encourage uptake of sustainable travel. Poppleton train station is located within a 15 minute walk or 5 minute cycle from the development, and frequent bus services are also available within 400m of the site. This should support sustainable transport from the site.</p> <p>Despite these sustainable options available, some increase in car usage is expected. Due to the location of the development, this has the potential for a significant impact on the A59 and ring road junction as a result of increased traffic. Some mitigation may be possible with substantial improvements to the road network. In addition, there is likely to be limited permeability to Beckfield Lane, which is likely to incur a large increase in traffic usage on alternative routes, namely the ring-road due to the potentially isolated location.</p> <p>The anticipated increase in car use and local congestion in addition to the availability of sustainable transport options has been assessed as having a mixed significant positive and negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The impact from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</li> <li>Sustainable transport links to existing pedestrian and cycle routes should be included.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage. Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>response to its effects.</p>	<ul style="list-style-type: none"> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>		<p>emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</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. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of inclusion of renewable energy sources in the development is uncertain.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The site is currently an area of arable land. Wildlife such as skylarks has been noted on site but no specific protected species. There are no locally or nationally designated areas on or adjacent to the site. Further work would be required to fully establish the sites biodiversity value.</p> <p>As the development would result in the loss in an area of greenfield land, this is expected to have a minor negative effect on biodiversity due to the loss of habitats and green infrastructure.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Retention of the green linkages through to the British Sugar Site to maximise ecological links.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is greenfield and comprises of classified Grade 1, 2 and 3a agricultural land. The proposed development would result in the loss of versatile arable land and would not support the redevelopment of brownfield sites.</p> <p>No notable ground contamination issues have been identified, but an assessment of ground conditions would still be required prior to development.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether contamination is present on site.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The closest waterbody is greater than 30m from the site and is not expected to be affected by the development activities. The development is not located within a groundwater Source Protection Zone.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water’s Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water’s area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption.</p> <p>However the overall increase in water consumption from the new dwellings has resulted in this being assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> <li><i>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is uncertain.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The site is over 500m from the closest AQMA so no effects on the area are anticipated.</p> <p>There is the potential for local air quality issues from the adjacent outer ring road. The site should be designed so that residences are set back from the main carriageway, and potentially also orientated away from the road.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p> <p>Despite the presence of some opportunities for the promotion of sustainable travel, a significant increase in car use and local congestion is expected. This has the potential to increase emissions to air and cause the deterioration of local air quality.</p> <p>This has been assessed as having a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Standard air quality requirements including EVR infrastructure would be applicable.</li> <li>An air quality assessment would be required for the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The site is located in flood zone 1 and is an area at low risk of flooding.</p> <p>Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development. As the site is greenfield the runoff rates must not exceed 1.4 l/sec/ha.</p> <p>For the above reasons, the site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that surface water management features will be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site and expansion of the urban fringe is expected to have a negative effect on the compactness of York and on the setting of Knapton due to a reduction in the distance between the city and village.</p> <p>Inappropriate scale or low quality architecture/craftsmanship also has the potential for a detrimental effect on the architectural legacy of York.</p> <p>There is the potential for archaeological deposits to exist on this site, particularly due to its favourable topography. Crop marks are recorded on the site which will require further investigation. Ridge and furrow and a World War II anti-aircraft battery are located within the site.</p> <p>Development will have a detrimental impact on any archaeological deposits or surviving historic landscape features.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</i></li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>It is assumed that archaeological remains are still present on site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>This site forms part of the city’s greenbelt and provides a rural edge setting of the city when viewed from the ring road. Development of the site will remove the field margin between the urban fringes of the city and the ring road presenting an urban setting to this part of the city.</p> <p>This site also separates North Minster business park, the urban area and Knapton and Beckfield Lane. Development here will reduce the distance between the city and the free standing village of Knapton as well as bringing the edge of the city up to the outlying business park.</p> <p>This is designated within the Historic Character and Setting Evidence (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principals for shaping the city.</p> <p>This has been assessed as having a significant negative effect on landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Further views analysis and mitigating measures are required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>Significant positive effects have been recorded against objective 1 (housing) due to the large number of new dwellings to be constructed and objective 5 (equality) due to the inclusion of affordable homes and the accessibility of new facilities on site. Objective 6 (transport) has been assessed as a mixed significant positive and negative effect due to the sustainable travel provision and increase in congestion on the road network. Significant negative effects have been identified against objective 9 (land use) as the development is on an area of agricultural greenfield land and Objective 15 on the basis that the site is designated within the Historic Character and Setting Evidence (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principals for shaping the city.</p>			
<p>A minor positive effect was identified against objective 4 (jobs) as a result of the associated number of temporary and permanent jobs generated through the development and proximity to employment opportunities and objective 13 (flooding) due to the low flood risk at the site and the expected incorporation of sustainable drainage systems. Minor negative effects were recorded against objective 8 (biodiversity) due to the loss of habitats and green infrastructure from development on a greenfield site, objective 10 (water) due to the additional pressure on local water resources, objective 11 (waste) as a result of increased waste generation from the development, and objective 12 (air quality) due to the detrimental effect on local air quality from increased congestion. Objectives 14 (cultural heritage) was also assessed as minor negative effects as a result of the impact on archaeological features on site and the encroachment of houses on the rural setting of the village of Knapton.</p>			
<p>A mixed minor positive and negative effect was recorded against objective 2 (health) due to the expected uptake of outdoor leisure activities and the potential long term noise impacts and lack of healthcare facilities. Objective 3 (education and training) was also assessed as having the same mixed effects due to the generation of trade jobs and the limited provision of schools in the area. A mixed minor effect was identified for objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p>			
<p>There are uncertainties over whether any new facilities or schools would be included in the development, the level and type of open space and renewable energy generation to be included in the development.</p>			

## Site 297 – Amalgamated Sites off Main Street Elvington

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The site is expected to deliver up to 201 new dwellings which would help meet the needs of the local population through the delivery of new homes in an area of housing need. Based upon the proposed affordable housing policy (H9), the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>Due to the scale of the development it is uncertain whether additional local facilities would be included on site.</p> <p>This has been assessed as having a significant positive effect against this objective due to the increase in housing stock.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose</li> </ul>	<p>++</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>It is uncertain whether areas of open space or recreational facilities would be included within the development, but the rural location of the site means that residents have access to existing adjacent open areas and opportunities for healthy activities.</p> <p>There are no notable improvements to walking and cycling routes currently identified, but walking and cycling should be promoted within the development and connect to any existing routes within the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	unacceptable risks to health.		<p>vicinity to create sustainable pathways to existing neighbourhoods/facilities.</p> <p>The adjacent residences may experience short-term disturbance from construction noise. In the longer term, noise from the industrial park to the east of the site has the potential to cause disturbance, and may render part of the site unsuitable for development. Existing uses of the airfield such as motorsports also have the potential for a negative effect on noise sensitive receptors.</p> <p>Part of the development has healthcare facilities available within 800m.</p> <p>No issues associated with ground contamination or the safety of the site have been identified.</p> <p>Overall, this has resulted in a mixed significant positive and minor negative effect being determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A noise assessment should be performed and a strategy put in place if necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether open space will be included in the development.</i></li> </ul>
3. Improve education, skills development and training for an effective workforce.	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>There is a nearby primary school in Elvington village which would provide good access to educational establishments for younger children. This is located within 400m of parts of the development site. Nursery facilities are also accessible from the development, while the closest secondary school is over 800m from the site. The capacity of the nearby schools to accept additional students would need to be determined.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the size of the development does not warrant the inclusion of a new school.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> <li>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. Longer terms jobs after the construction period are not anticipated at the development if no local facilities are included on site.</p> <p>Information from the developer indicates that bus routes operate between Elvington and York, however these are over 800m from the development and would provide limited low carbon and flexible travel options.</p> <p>There is an industrial estate located approximately a mile from the centre of Elvington village which may be supported by the residents of the new development. It is assumed that the majority of employment opportunities would predominantly be focussed in the city of York, with limited potential to enhance employment and growth in the local area of the development.</p> <p>Overall a minor positive effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that no on-site businesses are proposed as part of the development.</li> <li>Assumed that local bus services will not increase in frequency as a result of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site may help address deprivation inequalities through the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>population;</p> <ul style="list-style-type: none"> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>		<p>to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>The development is expected to increase the range of housing types available in the village of Elvington. It is also expected to include affordable housing to help meet demand in the area and support housing equality. It is not expected that new services will be included as part of the development, but local services already present in the village would be accessible and potentially enhanced as a result of the additional residents. Access to these facilities could be enhanced through creating pedestrian and cycle routes to the village centre.</p> <p>Overall this has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Create pedestrian and cycle access routes to facilities in Elvington village.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that local services have the capacity to expand for new residents.</i></li> <li>• <i>Assumed that affordable housing would be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	- -	<p><b>Likely Significant Effects</b></p> <p>Issues associated with access the northern part of the site have been identified. Access from several of the surrounding roads is not expected to be possible, so access to the development would require detailed assessment of the junction with Main Street and the design of the estate road to assess its suitability to serve additional vehicles. There is the potential for congestion associated with the extra traffic.</p> <p>There are non-frequent bus services into York which could help reduce car use; however these are over 800m from the development. There are also no Park and Ride stops, train station or cycle routes within 800m of the development, so limited promotion of sustainable transport is expected to be possible.</p> <p>Overall this has been assessed as a significant negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Undertake transport assessment and local highway improvements if necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is not certain whether there will be improved access to walking/cycle routes.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: #90EE90; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">+</div> <div style="background-color: #FFD700; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">-</div> </div>	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is anticipated during construction due to an increase in HGV movements, energy consumption for construction, and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption in dwellings is also expected to contribute to increased greenhouse gas emissions. Additional non-sustainable journeys made by residents would also contribute to increased emissions in the longer term.</p> <p>Due to the likely phasing of the work, houses are expected to comply with Government requirements for the design and build of zero carbon buildings, which would help mitigate the effects against the objective. There is also the potential to include renewable energy in the development such as solar power, solar thermal or ground source heat pumps. The site should maximise the use of any renewable sources in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development would need to be carbon neutral post-2016.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</li> <li>The scale of renewable energy feasible on site is uncertain.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There is limited information available on the ecological status of the site, but it is an area of arable land with the potential for wildlife and would require a habitat survey.</p> <p>The Lower Derwent Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
and fauna for accessible high quality and connected natural environment.	sites (SINCs); <ul style="list-style-type: none"> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	-	Special Area of Conservation (SAC) is located within 500m of the site. The area is designated due to the freshwater habitats and flood meadows. Further work would be required to fully establish the biodiversity value of the site. As a result, this has been assessed as having a minor negative effect against this objective. <b>Mitigation</b> <ul style="list-style-type: none"> <li>• A Phase 1 habitat survey is required, which should include assessment for Barn Owls.</li> <li>• Any high-quality mature trees and hedgerows identified on site should be retained and incorporated into the development.</li> </ul> <b>Assumptions</b> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <b>Uncertainties</b> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
9. Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	--	<b>Likely Significant Effects</b> The site comprises of greenfield Grade 2 and 3 agricultural land, so its development would result in the loss of versatile arable land. It would not involve the reuse of previously developed land. There are no known concerns regarding ground contamination, however an assessment would be required to assess conditions, and potential remedial work. No effects on allotments or mineral resources are anticipated. Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land. <b>Mitigation</b> <ul style="list-style-type: none"> <li>• An assessment of land quality and any identified remedial work would be necessary.</li> </ul> <b>Assumptions</b> <ul style="list-style-type: none"> <li>• Any identified ground contamination would be remediated prior to completion of the development.</li> </ul> <b>Uncertainties</b> <ul style="list-style-type: none"> <li>• It is uncertain whether contamination is present on site.</li> </ul>
10. Improve water efficiency and	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> </ul>	-	<b>Likely Significant Effects</b>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
quality.	<ul style="list-style-type: none"> <li>Improve the quality of rivers and groundwaters.</li> </ul>		<p>The closest waterbody is a small stream or ditch immediately adjacent to the site. The close proximity of the waterbody means that it is at risk of contamination and exposure to runoff during the construction stage, which could have a short to medium term negative effect on local water quality. The site is not located in a groundwater Source Protection Zone.</p> <p>The increase in local population due to the new dwellings is expected to increase the demand on water resources. This has the potential for a long-term negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> <li><i>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and any possible remediation is unknown.</i></li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is over 500m from the site and is not expected to be affected by the development or additional traffic in the longer term. Limited opportunities for sustainable transport have been identified at this stage, so a minor deterioration of local air quality may occur due to the extra vehicle journeys and potential congestion.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p>

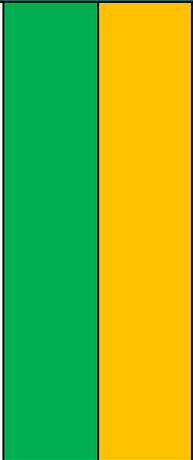
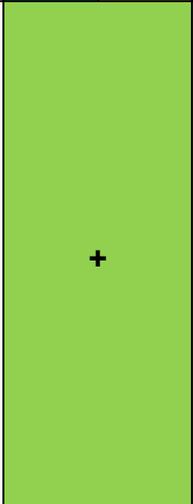
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>health of future occupants/users;</p> <ul style="list-style-type: none"> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Inclusion of standard air quality requirements including electric vehicle recharging infrastructure.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Assumed that the development will adhere to air quality policies in the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</i></li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	--	<p><b>Likely Significant Effects</b></p> <p>The site intersects an area of flood zone 3a, which is identified as being at high risk of flooding. Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development. The site must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3, and runoff rates must be 1.4 l/sec/ha. Due to the high flood risk at the site, this has been assessed as a significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The development of the site would require mitigation for surface water.</i></li> <li><i>Assumed that the site remains in flood zone.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Development in the proposed location is expected to have a minor detrimental impact on the compactness of the village of Elvington. The village has already expanded to the north-west but has developed along and close to Elvington Lane. The proposed development site would not follow this pattern, and development would affect the character of the northern boundary of the village.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
setting.	in the Heritage Topic Paper.		<p>Development on this site would also bring the residential village closer to the outlying waterworks. The site is currently vacant, and inappropriate scale or low quality architecture/craftsmanship would have a detrimental impact on the architectural legacy and character of Elvington.</p> <p>Ridge and furrow has been noted across part of the site from historic aerial photographs. The current condition is unknown, however there is the potential for a detrimental impact on this feature. The eastern and western boundaries of this site are historic field divisions shown on the 1852 OS map. Development would have a detrimental impact on any surviving archaeological deposits which may relate to the agricultural practices of the original village and its landscape features.</p> <p>This has been assessed as having the potential for a minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The status of ridge and furrow on site is not certain.</i></li> <li>• <i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> </ul>
15. Protect and enhance York’s natural and built landscape.	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The proposed development site forms part of the open countryside and rural setting of the village. Development here would substantially extend the village into the surrounding countryside removing part of the open fields and increasing the distance between the village core and the surrounding countryside. This would visually impact on a high number of residential receptors and Dauby Lane, Stamford bridge and Public Rights of Way to the north, south and east.</p> <p>A landscape appraisal would be required to understand the full implications of development and to establish appropriate mitigation.</p> <p>This has been assessed as having a minor negative effect on landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An appraisal of landscape character/features and visual impact is required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p><b>Summary</b></p> <p>Significant positive effects have been recorded against objective 1 (housing) due to the scale of provision of new homes, and against objective 2 (health) as a result of access to open space and opportunities for leisure activities.</p> <p>Objective 9 (land use) was assessed as a significant negative effect due to the loss of classified greenfield land. Objective 13 (flooding) was also assessed as having a significant negative effect due to the high risk of flooding on site. Objective 6 (travel) was assessed as a significant negative effect due to the anticipated congestion and limited option for sustainable travel.</p> <p>A minor positive effect was recorded against objective 3 (education and training) and objective 4 (jobs) due to enhancement of construction skills and moderate access to schools, and generation of short term jobs. Objective 5 (equality) was also assessed as a minor positive effect due to the inclusion of affordable housing and access to existing services.</p> <p>Minor negative effects have been identified against objective 2 (health) due to potential long term noise disturbance, and against Objective 8 (biodiversity) was also assessed as a minor negative effect due to the proximity of nationally and internationally designated biodiversity sites, as was objective 10 (water) as a result of the potential deterioration in the quality of local water resources and a waterbody adjacent to the site. Objectives 11 (waste) and 12 (air quality) were also recorded as minor negative effects due to the increased waste generation and local air pollution from HGV movements and longer term congestion. Minor negative effects were determined against objectives 14 (cultural heritage) and 15 (landscape) due to potential effects on local character, setting and views as well as archaeological features on site.</p> <p>A minor mixed positive and negative effect was identified against objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy to be included in the development, and the status of archaeological features on site.</p>			

## Site 302 – Amalgamated Site West of Chapelfields

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The development has the potential to deliver 1,527 new homes. This would represent a significant number of new houses in an area of known housing need. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards meeting the affordable housing need in the long term.</p> <p>Due to the size of the site, there is the potential for small-scale retail facilities to be included in the development, however the impact on surrounding local facilities would need to be assessed. This would support the need to deliver local facilities to meet the needs of the community, and to deliver a sustainable mix of uses to create a balanced neighbourhood.</p> <p>This has been assessed as having a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and the nature of community facilities developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> </ul>	<p>++</p>	<p>-</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>		<p>Open space and sports areas would need to be provided on site to ensure access to outdoor leisure activities. No notable access to walking and cycling opportunities has been identified for the site. There is access to a number of existing areas of open space, which would strongly contribute towards the promotion of healthier activities.</p> <p>Part of the development has healthcare facilities available within 800m.</p> <p>Overall a mixed significant positive and minor negative effect has been identified against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Noise and ground quality assessments would be required prior to development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of opportunities for walking and cycling are uncertain.</li> <li>The level and type of open space proposed in the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>A primary school is located next to the development site, and nurseries are present within 400m of the development. A high school is present but is further than 800m from the site. The capacity of the nearby schools to accept additional students would need to be determined. Due to the scale of the development, the number of additional students could be substantial and new schools may be required.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of educational facilities would be in line with policy EST1 of the Local Plan, and may require the inclusion of new schools.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> <li>• It is uncertain whether existing schools have capacity for new students.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. The expected inclusion of new retail facilities would also generate a small number of jobs on the development in the long term.</p> <p>The site is approximately 1.5 miles from the Northminster business park, so could provide homes for the local workforce and support local economic growth. There are not significant sustainable transport options from the site, so low carbon commuting into York city centre would be a limited possibility.</p> <p>This has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> <li>• The inclusion of long term jobs on site would be subject to masterplanning and occupation following development.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The scale of the housing forecast would enable a significant contribution towards the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards meeting the affordable housing need in the long term, and would support equality in access to housing.</p> <p>There is the potential for small-scale retail facilities to be included in the development, however the</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	<ul style="list-style-type: none"> <li>Promote the safety and security for people and/or property.</li> </ul>			<p>impact on surrounding local facilities would need to be assessed. The inclusion of retail units would ensure that the local population has good access to services and facilities. There are also existing local services such as supermarkets accessible from the site.</p> <p>Overall this has been assessed as having a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An assessment of the impact on existing local facilities would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that new local facilities will be included in the development to ensure adequate provision for the local population.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The facilities and services provided on the site will be subject to masterplanning and occupation following development.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	+	--	<p><b>Likely Significant Effects</b></p> <p>A significant increase in congestion is anticipated as a result of the proposed development. It is not considered viable to include a new access point onto the A1237 outer ring road, leaving one remaining access point for the large development which has the potential to be very congested.</p> <p>Additionally, the proximity of the development to the A1237 is also expected to exacerbate existing congestion issues through the likely traffic increase. Peak times are expected to be most severely affected. A detailed transport assessment and travel plan would be required to model the predicted traffic implications and to assess the impacts on the surrounding highway network.</p> <p>There are frequent bus services available within 400 of the site, which would help to promote sustainable travel. A station is also accessible within a 15 minute cycle from the development.</p> <p>This has been assessed as having a mixed minor positive and significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The impact from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</li> <li>Sustainable transport links to existing pedestrian and cycle paths should be included.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage. Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</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. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of inclusion of renewable energy sources in the development is uncertain.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> </ul>		-	<p><b>Likely Significant Effects</b></p> <p>Due to the development area being a greenfield site, there is the potential for a variety of species to be present on site. The site currently provides a green buffer between the existing housing and the A1237 outer ring road. The loss of this buffer would reduce connectivity of the natural environment and result in a loss of biodiversity areas.</p> <p>There are no nationally or internationally designated sites in the proximity of the development. A locally important Site of Nature Conservation Interest (SINC) and Area of Local Nature Conservation</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
connected natural environment.	<ul style="list-style-type: none"> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p>Interest are located within the site.</p> <p>Further work would be necessary to understand the full biodiversity value of the site.</p> <p>The potential effects on these local areas has resulted in a minor negative assessment against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Maintain substantial green buffer along the edge of the site to retain biodiversity connectivity.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
9. Use land resources efficiently and safeguard their quality.	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	--	<p><b>Likely Significant Effects</b></p> <p>The development would not involve the reuse of previously developed land. It is a greenfield site comprising of classified Grade 2, 3a and 3b arable land. This would result in a significant loss of the best and most versatile agricultural land.</p> <p>The development is situated close to a former landfill site and there is the potential for contaminants to ground gas to have migrated to the site. A site assessment would be required, along with any identified remedial action to improve soil quality.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>For the above reasons, this has been assessed as having a significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An assessment of land quality and any identified remedial work would be necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Any identified ground contamination would be remediated prior to completion of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether contamination is present on site.</li> </ul>
10. Improve water efficiency and	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are waterbodies on site which include a pond and minor streams or drainage ditches. The</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
quality.	<ul style="list-style-type: none"> <li>Improve the quality of rivers and groundwaters.</li> </ul>		<p>waterbodies are at risk of contamination and exposure to runoff during the construction stage. This could have a short to medium term negative effect on local water quality. The site is not located in a groundwater Source Protection Zone.</p> <p>The increase in local population due to the new dwellings is expected to increase the demand on water resources. This has the potential for a long-term negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
11. Reduce waste generation and increase level of reuse and	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
recycling.			<p>efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is uncertain.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is over 500m from the site and is not expected to be affected by the development.</p> <p>The additional congestion as a result of the development and the close proximity to the A1237 outer ring road has the potential for poor air quality with negative impacts on the health of future occupants. An air quality assessment would be required.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. Despite opportunities for sustainable travel, car use is expected to increase.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>An air quality assessment would be required for the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The site is in flood zone 1, which is an area at low risk of flooding. A flood risk assessment (FRA) will be required in line with policy FR1 of the Local Plan.</p> <p>It is expected that sustainable drainage systems (SUDs) will be incorporated into the development to help manage surface water flows on site. Additionally, the outflow from ground water and/or land drainage will not be permitted to enter public sewers in line with policy FR3.</p> <p>This has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A flood risk assessment is required for the site.</li> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site would have a detrimental impact upon the compactness and rural setting of York. There may also be potential issues relating to local culture as a result of the merger of a new development with established and distinct estates such as Chapelfields.</p> <p>Inappropriate scale or low quality architecture/craftsmanship would have a detrimental impact on the architectural legacy and character of York.</p> <p>The area surrounding Acomb Grange formed part of the estate of St Leonard's Hospital from the early</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>12th century through to the early 16th century, which played a significant role in the religious and civic life of the medieval city. The limited archaeological work which has taken place on the site demonstrates the presence of and further potential for well-preserved, waterlogged organic deposits of medieval date on this site.</p> <p>Acomb Grange is therefore a rare and important site both in a national context and in the context of the medieval archaeology of the City of York. The important historical association, the well-preserved medieval waterlogged deposits, and the surviving medieval topographic and landscape features make this site an unscheduled site of national importance.</p> <p>A possible Iron Age/Romano-British enclosure and associated ditches and pits are known towards the southern part of this site. Development would have a detrimental impact on any surviving archaeological deposits or historic landscape features.</p> <p>There are no designated sites within the proposed development area.</p> <p>Overall this has been assessed as a minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</i></li> <li>• <i>Further setting, architectural and craftsmanship analysis and mitigation would be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that archaeological remains are still present on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>- -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site would adversely affect the rural setting west of York by removing the green interface between the ring road and urban fringes of the city.</p> <p>The distance between York’s suburbs and scattered farmsteads to the west of the ring road will also be reduced by development in this location, which would impact upon their rural landscape character.</p> <p>This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city.</p> <p>Rural views from the southern end of Askham Lane may be obscured by development in the fields to the west of the lane.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>This has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Further landscape analysis and mitigating measures are required.</li> <li>• A substantial green buffer would be required against the ring road.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
<p><b>Summary</b></p> <p>Significant positive effects were identified against objective 1 (housing) due to the delivery of a significant number of new homes, objective 2 (health) as a result of the access to open space and promotion of healthy activities, and objective 4 (jobs) due to the generation of temporary trade jobs and proximity to employment opportunities, including long term jobs on site. The inclusion of affordable housing and access to facilities on the development also led to a significant positive effect being recorded against Objective 5 (equality). This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city, accordingly the site has been assessed as having a significant negative effect on Objective 15.</p> <p>The anticipated increase in congestion has been assessed as a significant negative effect against objective 6 (transport). A significant negative effects has also been recorded against objective 9 (land use) due to the loss of greenfield land and potential contamination on site.</p> <p>Objective 3 (education and training) was recorded as a minor positive effect due to the development of trade skills and proximity of primary schools. A minor positive effect was also recorded against objective 6 (transport) due to opportunities for sustainable travel and objective 13 (flooding) due to the low flood risk and incorporation of sustainable drainage systems.</p> <p>Minor negative effects were identified against objective 2 (health) as a result of short and long term noise disturbance and objective 8 (biodiversity) due to the loss of a green buffer and habitat connectivity in addition to the presence of locally important conservation sites. Minor negative effects were recorded for objective 10 (water) due to the presence of a waterbody on site and local effects on water quality, objective 11 (waste) as a result of increased waste generation from the development, and objective 12 (air quality) due to the detrimental effect on local air quality from increased congestion. Objectives 14 (cultural heritage) was also assessed as minor negative effects due to the presence of historic remains and loss of local culture.</p> <p>A minor mixed positive and negative effect was identified against objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development.</p>			

## Site 317: Land at Askham Lane

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The site is 32 ha, Greenfield site on the western edge of York adjacent to Askham Lane. The site is forecast to provide 1047 dwellings. 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 extension to the existing neighbourhood to be created.</p> <p>Some local facilities and services are available within proximity of the site, which would be positive in the short-term but given its size, further facilities will need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term.</p> <p>In terms of opensapce, this would need to be provided on site as there will be a need for additional open space/sports provision to cater for the additional population which would result from the development of this site for housing.</p> <p>Overall, this site has been assessed as having a permanent positive effect on this objective in the long-term, due to the fact that this site would make an important contribution to meeting housing need across York through the provision of up to 360 dwellings on this site</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> <li>• <i>The levels and type of community facilities that may be required can only be determined at the detailed planning application stage.</i></li> </ul>

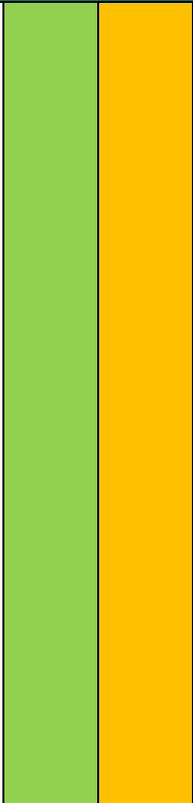
SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to openspace / multi-functional openspace;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The development of housing sites will be subject to policies with the Local Plan regarding the provision of on-site openspace, provision of community facilities, consideration for green infrastructure and sustainable travel modes, all of which would have associated positive health effects.</p> <p>The site is currently within agricultural use and therefore does not have formally designated openspace. This site would be required to include openspace for a range of recreational purposes through policy GI6 which should have a positive benefit on the health and well-being of residents. The scale of this provision will need to be commensurate to the new population that would live in the housing developed on this site and be accessible for all within an appropriate distance to maximise benefits associated with its provision. It should form part of a site-wide green infrastructure strategy to maximise synergistic benefits of connected space. Further formal openspace should be phased into development to ensure that people have access to openspace during the course of the development.</p> <p>There is an existing access to openspace, including amenity greenspace and natural/semi-natural although accessibility differs across the site. Use of this facility would help to improve health and well being and have positive effects on this objective.</p> <p>There are no air quality issues in the vicinity of the site; the nearest Air Quality Management Area (AQMA). There may be new risks for exposure to poor air quality should the development of housing on this site extend to being adjacent to the A1237. There could also be a risk of noise issues from the A1237 for occupants once housing is built.</p> <p>There could also be noise impacts from the construction period (through increased trips and noise connected with HGV's and construction vehicles) which could be an issue for the existing neighbouring residential areas which border this site. Any impact is likely to be commensurate with the proximity/location of the development on site and would depend on the implementation, phasing and construction methods.</p> <p>On balance, this objective has been identified as having potentially positive and negative impacts subject to more detailed masterplanning and resolution of any air quality and noise issues.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be set back from the A1237 to minimise adverse impacts in relation to noise and air quality.</i></li> <li>• <i>Sustainable travel behaviour should be encouraged to minimise emissions as a result of increase vehicle use.</i></li> <li>• <i>A range of assessments would be required as part of any detailed development proposals for the site including air quality and noise assessments.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Development of facilities and openspace need to be undertaken throughout the phasing of the site to ensure adequate provision for new residents. Any facilities provided should be within close proximity to ensure accessibility for all.</li> <li>The green infrastructure strategy for the site should incorporate and link openspace across the site with existing PRow in the surrounding area.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of noise and air quality issues as a result of occupation of the site.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site is within 800m of a nursery. There is currently access to primary provision within approximately 800m, although access to this differs across the site. However, further provision may need to be made depending on the schools capacity to accommodate new pupils. This is likely to be available at Woodthorpe Primary school and there are also other primary schools at Dringhouses, which are in close proximity to the site. There are no secondary schools in the immediate vicinity of the site. The nearest secondary education is Manor School to the north of the site (over 800m) higher education facility is York college to the South East of the site. Access to secondary education would need to be connected via sustainable transport routes.</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.</p> <p>There may be training / skills development / employment opportunities as part of the development of housing on this site. However, the extent of any opportunities and associated positive effects would depend upon the approach taken by house builders and construction companies in the development of the site.</p> <p>Overall effects on this objective are considered to be uncertain in the short, medium and long term due to the lack of secondary education facilities in the immediate vicinity of the site and the uncertainty over whether the development of housing on this site would provide employment / training opportunities for local people.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Adequate provision for educational needs should be planned and phased alongside residential development to ensure that this is accessible to the new residents during the course of development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>List any assumptions used in the appraisal here.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which there would be any skills development / training / employment opportunities associated with the development of housing on this site would depend upon the approach taken by house builders and construction companies.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The development of new housing on this site would add to the existing population in this area and help to increase the local workforce in this area. As the surrounding area to the site is largely residential it is anticipated that the majority of people living in this location would commute to alternative locations to work.</p> <p>There would be construction and associated trade jobs required for the duration of construction works associated with the development of housing on this site. However, the level of job opportunities and training and skills development in associated industries would be dependent upon market forces and the approach taken by house builders and construction companies. A small number of jobs may be created through the development of community facilities, depending on the type of facility at this location.</p> <p>Notwithstanding the element of uncertainty around the potential benefits for local people from construction jobs, there would be overall positive effects on this objective through the provision an additional workforce for the local economy.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which any job creation from the development of housing on this benefited the local workforce would depend upon the skills of the workforce and approach taken by house builders and construction companies. It is therefore uncertain at this stage the extent of any positive effects that there may be on this objective.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>There would be a requirement for approximately 35% of the homes on this site to be affordable through Policy H9 of the new Local Plan. This would help to meet the demand for affordable housing</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>		<p>in York, which would also have positive effects in respect of reducing homelessness by increasing people's chances of owning their own home.</p> <p>Currently the surrounding area to the site is largely residential there are community facilities within 400m of the site. There would be an opportunity to expand existing community facilities and there may be an opportunity as part of the masterplanning of this site to provide new community facilities. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure its accessibility for residents. Establishing the facilities required on site would be through ongoing masterplanning and community engagement.</p> <p>Key to the sites success in meeting this objective will be accessibility improvement and the provision of sustainable transport routes to enable access for all. The development should maximise connectivity to sustainable transport as well as cycle paths and pedestrian linkages as far as practical.</p> <p>Overall, this site has been assessed as having a positive impact in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The level of facilities and services provided is commensurate to the scale of the new population which would occupy the new dwellings on this site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The affordable housing ratio is as per the Publication (Submission) Local Plan and is viable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Any services and facilities provided on the site would be subject to masterplanning and occupation following development.</i></li> <li>• <i>The apportioned level and mix of affordable housing would be determined through masterplanning.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The site has access to both high frequency and non frequent bus services. There would therefore be opportunities to use buses for residents living in housing developed on this site. The site would also need to include walking and cycling opportunities to maximise non car modes of travel.</p> <p>There are some facilities within 800m (10 minutes walking time) of this site and there may be an opportunity to develop some small scale community facilities on the site. Given that this is an edge of settlement location, it is likely that people would need to travel to work and for large-scale convenience shopping as local provision is likely to only be of small scale. Access and travel by car is inevitable as part of this development. The site is bordered by existing road infrastructure to enable access on to the site. The scale of car usage and resultant effect is currently uncertain given that it depends upon supply and take-up of alternative modes of transport.</p> <p>On balance, it has been assessed that there are negative effects on this objective as increased car use would be inevitable, although it is acknowledged that in the long-term the inclusion and use of alternative travel modes and routes should help to minimise these effects in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A travel plan and transport assessment would need to be prepared as part of detailed proposals for the development of housing on this site to demonstrate how sustainable modes of transport would be used and how additional traffic generation would be managed.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that there would be a requirement for the provision of access to sustainable modes of transport as part of the development of housing on this site to help deliver a sustainable transport network.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of congestion as a result of this development and as a result of its occupation.</i></li> <li>• <i>There is some uncertainty around the extent to which there would be an uptake in use of public transport as opposed to use of private motor vehicles.</i></li> <li>• <i>The phasing and timescales for the appropriate infrastructure provision.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>There would be an increase in greenhouse gas emissions during the construction of new housing on this site through an increase in HGV movements, energy consumption from construction and the embodied carbon of materials. However, any new housing developed would need to be built in accordance with policies in the new Local Plan including Policy CC1 which requires that new</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>response to its effects.</p>	<ul style="list-style-type: none"> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>		<p>developments will be required to incorporate renewable and low carbon sources of energy and energy efficiency. Policy CC2 requires that all new development will be expected to consider the principles of sustainable design and construction and to make carbon savings through reducing energy demand, using energy and other resources efficiently. Policy CC2 also requires that pre 2016; all new residential development should achieve Code for Sustainable Homes Level 4.</p> <p>The requirements of these policies would help to ensure that the development of housing on this site minimises greenhouse gas emissions and would have positive effects on this objective in the short, medium and long term.</p> <p>Inevitably though and once any new housing was developed on this site there would be an increase in car use and associated vehicle emissions (notwithstanding the requirements of policies in the Local Plan including requirements of Policy T1 and also for travel plans) which would score negatively in relation to greenhouse gas emissions.</p> <p>Overall this site has been assessed as having both a positive effect in relation to the requirements of Policies CC1 and CC2 and transport measures, but also a minor negative effect from increased vehicle emissions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>New houses developed on this site would need to conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development on this site would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>There may be an opportunity to include some small scale renewable technology (e.g. solar panels) as part of the development of this site. However this could only be determined at the detailed planning application stage and so it is uncertain what if any positive effects there may be on this objective from the development of this site.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site and is grade 2/3a agricultural land. There is a local Nature Reserve, Acomb Wood &amp; Meadow, within the 250m of the site. There are no other ecological designations in close proximity of the site and the site in general is considered to have limited ecological interest. There are some existing trees and hedgerows on the site.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	<p style="background-color: yellow; text-align: center;">---</p>	<p>There is an opportunity for this site to interconnect with the existing green corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment and therefore help to enhance biodiversity.</p> <p>At this stage the exact ecological value of the site is unknown. For this reason and the fact that there is an LNR within 250m of the site effects on this objective (notwithstanding potential for future ecological enhancements as part of the development of this site) are uncertain.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An extended Phase 1 Habitat Survey of the site would be required in order to establish the exact ecological value of the site.</i></li> <li>• <i>Ecological enhancements should be provided as part of the development of housing on this site to help ensure positive effects on this objective.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The implementation timescale of any mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p style="background-color: red; text-align: center;">--</p>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 2/3a agricultural land, which signifies that it is good quality agricultural land. This would be a loss of the land type within this area and would therefore have a negative impact on this objective.</p> <p>However, and as part of the development of the site there will be a need to incorporate a variety of openspace and there may be an opportunity to include some space for allotments. This would have a positive effect on this objective in the medium to long-term, subject to further masterplanning and implementation and help to mitigate the loss of agricultural land.</p> <p>Overall and due to the loss of agricultural land the site is assessed as having a negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A full ground conditions survey would be required as part of proposals for the development of this site.</i></li> <li>• <i>Measures to safeguard soil quality as much as possible would be required as part of any permission to develop housing on this site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale and extent of any open space to be provided as part of this development is currently uncertain as such details can only be determined at the masterplanning stage.</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water’s Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water’s area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</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 also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Yorkshire draft Water Resources Management Plan (WRMP)(2013) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>There would be an increase in the population from the development of housing on this site, which would have an inevitable impact on waste generation and therefore negative effects on this objective. However, Policy WM1 of the new Local Plan requires the integration of facilities for waste prevention, re-use, recycling, composting and recover in association with the planning, construction and occupation of new development for housing sites, which would help to offset the negative effects of an increase in waste generation.</p> <p>In addition this 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 housing on the site should be processed according to the waste hierarchy as far as possible.</p> <p>Overall the impacts of this site are likely to be negative in the short, medium and long term but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that waste generated from this site would be processed according to the waste hierarchy during the construction and remediation phases of the development of housing on this site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste which would be generated by the construction of new housing on this site is unknown and can only be determined at the detailed planning application stage.</li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions)</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>This site will be subject to policies within the plan relating to air quality and the implementation of low emissions technologies as well as sustainable transport which should help to minimise vehicle use.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>through low emission technologies and fuels);</p> <ul style="list-style-type: none"> <li>• Support the development of city wide low emission infrastructure;</li> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>There are no air quality issues in the vicinity of the site; the nearest Air Quality Management Area (AQMA) is some distance to the east of this site at Fulford. There may be new risks for exposure to poor air quality should housing on this site be developed right up to the boundary with the A1237.</p> <p>In addition the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions. A full air quality assessment will be required to fully understand the likely impacts of the development of this site.</p> <p>It will be necessary for the site to encourage sustainable routes to encourage non-use of the car and low emission technologies. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour and the consequential impact on air quality. The infrastructure should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>There are likely to be emissions relating to construction due to increased trips connected with HGVs and construction vehicles for the duration of the development. On this basis it is considered that there would be minor negative effects overall on this objective from the development of this site in the short, medium and long term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Sustainable travel behaviour should be encouraged to minimise emissions as a result of an increase vehicle use.</i></li> <li>• <i>Full air quality impact assessment is required.</i></li> <li>• <i>The site should develop a low emission strategy in line with other policies in the Plan.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of air quality issues as a result of occupation of the site.</i></li> <li>• <i>Masterplanning of the site and the potential exposure of residents to new sources of poor air quality or noise issues.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>This site is located within flood zone 1 and I therefore at low risk of fluvial flooding. Alongside policy requirements in the new Local Plan regarding surface water management / incorporation of SUDS there would be positive effects on this objective.</p> <p>This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose openspace to minimise further flood risk as a result of any development.</p> <p>Overall and given that this site is not in an area of significant risk of flooding and potential to reduce risks of flooding through SUDS and management of surface water runoff it is considered that there would be minor positive effects on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs. Surface water run-off rates should be based on 1.4 l/sec/ha (in accordance with the SFRA). Further discussion with regards to the drainage strategy should be undertaken through the emerging masterplan to ensure an appropriate strategy is in place.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that SUDS and adherence to surface water rates would a requirement of any permission granted for the development of housing on this site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The Heritage Impact Assessment (HIA) noted that a possible Iron Age/Romano-British enclosure and associated ditches and pits are known in the western part of this site. A ridge and furrow recorded across this area – condition unknown. Site investigations would therefore need to be undertaken and appropriate mitigation needed before this site could be developed for housing.</p> <p>The HIA also noted Acomb Grange is located nearby which formed part of the estate of St Leonard’s Hospital. St Leonard’s was the largest medieval hospital outside London. It is an unscheduled site of national importance. Development will have a detrimental impact on any surviving archaeological deposits or historic landscape features.</p> <p>In light of the above findings overall effects on this objective are therefore negative.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Given the findings of the HIA archaeological investigations of the site would need to be undertaken and appropriate mitigation devised if this site was developed.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Until detailed masterplanning of the site is undertaken it is uncertain whether there maybe any opportunities to conserve or enhance any archaeological finds of importance.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>This is an agricultural greenfield site and the landscape to the west of the site is predominantly agricultural land, with an existing urban settlement to the east of the site. Good design of the site could help to achieve a satisfactory urban extension in this location.</p> <p>The HIA undertaken for this site found that the development of this site would have a detrimental impact upon the compactness of York. There may also be an issue between the merger of new development with established/distinct estates such as Chapelfields.</p> <p>This area is now designated within the historic character and setting evidence. Development of the site would reduce the field margin between the ring road and urban fringe, impacting on the rural setting of the city.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>there is a positive outcome for architectural design. A poorly designed extension to this existing urban area or quality of building/craftsmanship could have minor harm on York in general. There is an opportunity however, for design to provide a distinctive urban extension that reflects York's existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the existing urban settlement in the surrounding area needs to inform the design of the site (including adherence to the design policies in the new local plan) alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>Overall and due to the fact that the HIA assessed this site as having negative effects and the designated within the evidence base, effects from the development of this site on this objective are considered to be a significant negative.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A design statement and landscaping appraisal would be required as part of the development of housing on this site.</i></li> <li>• <i>Emerging masterplanning should incorporate the findings of the landscape appraisal to help minimise impacts in this location.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the landscape masterplan to ensure the integrity of any deposits on the site.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also ensuring a satisfactory urban extension in this location.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy for this site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>Effects on the landscape in this location (objective 15) are considered to be significantly negative and were effects on Objective 9 due to the loss of Grade 2/3a agricultural land.</p> <p>This site has been assessed as having positive effects on objectives 1, 4, 5 and 13. Development of this would help to provide new housing to meet local need, including a percentage of affordable housing which would help to increase access to housing, and therefore have positive effects on objectives 1 and 5. Occupants of new housing developed on this site would add to the local workforce which would have positive effects on objective 4. The site is not in an area at risk of flooding and with potential to include SUDS and manage runoff as part of the development there would be minor positive effects on objective 13.</p> <p>Development of this site would have partially positive effects on objectives 2, 6 and 7. New open space would need to be provided as part of the detailed masterplanning for this site which would have associated positive health effects. Implementation of travel plans for this site and adherence to the transport policies in the new Local Plan would help to ensure use of sustainable modes of transport which would have positive effects on objective 6 and also 7 in relation to greenhouse gas emissions. At the same time however, there would be negative effects on these objectives given that there would be an increase in private vehicle use.</p> <p>Negative effects have been identified on objectives 10, 11 and 12 due to the fact that development of housing on this site would lead to loss of greenfield land, use of water resources, generation of waste and an increase in vehicle emissions with subsequent negative effects on air quality.</p> <p>Effects on objective 8 are uncertain due to the fact that the exact ecological value of the site is currently unknown and the fact that there is a Local Nature Reserve within 500m of the site. There could however be ecological enhancements of the site but this could not be determined until the detailed masterplanning / application stage. Similarly there could a range of other enhancements as part of the development of this site but such details could also only be determined at the masterplanning stage.</p>			

## Site 327 – Amalgamated Sites between Knapton and Westfield

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The proposed development is expected to comprise of 795 new homes. This would represent a substantial new development in an area of known housing need, and would help ensure that housing stock is available in the long term. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards meeting the affordable housing need in the long term.</p> <p>The anticipated scale of the site means that small scale retail development may be included, which would help deliver facilities for the local community. This would contribute to a sustainable mix of uses on site. Consideration of the scale of retail in the context of the overall development and the potential impact on existing local facilities would be required.</p> <p>The scale of the development and expected inclusion of community facilities in an area of need has been assessed as having a significant positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> <li>• <i>Assessment of the impact of new retail units on existing local facilities would be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and the nature and scale of community facilities developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>In the shorter term, construction noise has the potential to negatively affect the adjacent residential area. The site is also adjacent to the A59 and the A1237 outer ring road, which has the potential for causing long term noise disturbance for the residents. A noise assessment should be performed and</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	<ul style="list-style-type: none"> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<div style="background-color: #90EE90; width: 100%; height: 100%;"></div>	<div style="background-color: #FFD700; width: 100%; height: 100%;"></div>	<p>any mitigating measures implemented.</p> <p>Open space and sports areas should be provided on site to ensure access to outdoor leisure activities. Access to existing cycle and pedestrian routes should also be provided to promote a healthier lifestyle. There is access to existing areas of open space from the development.</p> <p>There are no healthcare facilities within 800m of the site.</p> <p>There is the potential for land contamination to be present on site, which should be assessed and remediated if necessary to ensure that the site is safe and suitable for its proposed use.</p> <p>As a result of the above effects, and mixed minor positive and negative effect is expected for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A noise assessment should be performed and a strategy put in place if necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that open space and sports provision will be included in the development.</li> <li>Assumed that any land contamination would be remediated prior to development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of open space will be subject to masterplanning.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>			<div style="background-color: #90EE90; width: 100%; height: 100%; text-align: center; vertical-align: middle;">+</div>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> <li>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. If community facilities or shops are included in the development, then there may also be the long term generation of a small number of jobs on the development.</p> <p>Northminster business park is very closely located to the proposed development, on the opposite side of the A1237. The development may support for the local workforce and therefore support York's local economy.</p> <p>There are bus routes into York city centre which would also contribute to a flexible workforce with low carbon travel options. Poppleton train station is also approximately a mile from the development, with regular trains into York, which would also support this objective.</p> <p>This has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that community shops or facilities would be included in the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term in meeting the identified affordable housing need and supporting equal access to housing.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	<ul style="list-style-type: none"> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>			<p>The inclusion of retail units and community services would provide very accessible local services and facilities. Existing local facilities are not considered to be located within an acceptable distance from the site, and there is limited permeability into areas containing these services.</p> <p>Overall this has been assessed as having a significant positive effect on equality and access.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that new services and facilities would be included within the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The facilities and services provided will be subject to masterplanning and occupation following development.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	<p>++</p>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>There is potential for significant access issues to the development and a large increase in car use, which could result in congestion at the site. The close proximity to the A1237 outer ring road and A59 is also expected to exacerbate congestion in the area, particularly at peak times.</p> <p>Sustainable travel should be promoted through the inclusion of new cycle and foot paths, with links to existing routes. There are frequent bus services into the city centre are available within 400m of the development. Poppleton train station is accessible within a 15 minute walk or 5 minute cycle, which may help reduce car use for journeys into the city. A park and ride is being developed near to the site, however this is not directly accessible from the development.</p> <p>As a result, this has been assessed as a mixed significant positive and negative effect against this objective due to the opportunities for sustainable travel and increased congestion.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A transport assessment and travel plan would be required for the development.</i></li> <li>• <i>Sustainable transport links to existing pedestrian and cycle routes should be included.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The behaviour of future occupiers and their travel needs.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</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. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of inclusion of renewable energy sources in the development is uncertain</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The site is an area of agricultural greenfield land and wildlife is expected to be present on site. The retention of a green buffer along the edge of the development would be important to maintain ecological linkages. Wildlife including occasional skylarks have been recorded on site. Further evidence would be required to fully establish the ecological value of the site.</p> <p>There are no nationally or internationally designated sites adjacent to the development.</p> <p>The loss of a greenfield site which would have supported species and enhanced connectivity has been assessed as a minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The green buffer between existing developments and the ring road should be retained as a wildlife corridor.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is a greenfield area of classified Grade 1, 2 and 3a agricultural land. Development would result in the loss of the best and most versatile land, and would not result in the reuse of previously developed land.</p> <p>There is the potential for land contamination to be present on site due to a petrol station located to the north west corner of the development. An assessment of ground conditions and any necessary remediation would be required in advance of development.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that any identified land contamination would be remediated prior to development.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether contamination is present on site.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The closest waterbody is greater than 30m from the site and is not expected to be affected by the development activities. The site is not located within a Source Protection Zone.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> <li><i>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and remediation phases is uncertain.</i></li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The development is over 500m from the nearest AQMA. No effects on the AQMA are anticipated.</p> <p>Due to the increase in traffic movements and local congestion, a localised reduction in air quality is expected. Residents may also be exposed to poor air quality due to the close proximity of the existing A1237 and A59. Consideration to the site design will need to be given to ensure that residences are set back from the carriageway and habitable rooms are orientated away from the roads where necessary.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>health of future occupants/users;</p> <ul style="list-style-type: none"> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>Despite the presence of some opportunities for the promotion of sustainable travel, a significant increase in car use and local congestion is expected.</p> <p>This has been assessed as having a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required for the development.</li> <li>Residences should be set back from the carriageways and habitable rooms orientated away from the roads where necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The development is located in an area identified as being at very low risk of flooding.</p> <p>Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development in line with Local Plan policy FR2. The site also must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3. As a greenfield site, run off must not exceed 1.4 l/sec/ha.</p> <p>For the above reasons, the site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site has the potential for a detrimental impact upon the compactness of Knapton and York. It would also impact upon the setting and original linear form of Knapton.</p> <p>Inappropriate scale or low quality architecture/craftsmanship will have a detrimental impact on the architectural legacy and character of Knapton and York.</p> <p>There is the potential for ridge and furrow to exist on part of the site, however the condition is unknown. Ditches and pits have been recorded from aerial photographs across the site.</p> <p>The site of a historic anti-aircraft battery is located within the proposed development area, and several field boundaries remain which date to at least the mid 19th century. Development will have a detrimental impact on any surviving archaeological deposits or historic landscape features.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Archaeological assessment and evaluation will be required.</li> <li>Further setting, architectural and craftsmanship analysis and mitigation would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that archaeological remains are still present on site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The condition of ridge and furrow on site is not certain.</li> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">- -</p>	<p><b>Likely Significant Effects</b></p> <p>This site contributes to the open countryside and rural setting of York when viewed from the A1237 and A59. Its development will reduce the open countryside between the ring road and the urban fringes and will adversely affect the rural views towards the city. However, the rural character of the adjacent land towards the north-west of the ring road (looking away from the city centre) has already been removed by the creation of North Minster Business Park.</p> <p>The proposed development area impinges upon an area which prevents coalescence between Knapton and York. Development here would impact on the relationship between the village and the city by removing the land that separates the two.</p> <p>The setting of Knapton will be negatively affected by development of this site which would remove the open land previously associated with the village.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city.</p> <p>This has been assessed as a minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Further landscape assessment and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>Significant positive effects were recorded against objective 1 (housing) due to the number of new dwellings, objective 5 (equality) due to the inclusion of affordable housing and accessibility of new facilities on the development and objective 6 (transport) due to the promotion of sustainable travel options. Objective 6 was recorded with a mixed effect, and was also assessed as a significant negative effect due to the exacerbation of congestion. A significant negative effect was also identified for objective 9 (land use) due to the loss of classified agricultural land and the potential for land contamination. This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city, accordingly, it has been appraised as having a significant negative effect against Objective 15.</p> <p>Objective 4 (jobs) has been assessed as a minor positive effect due to the generation of short term construction jobs and proximity to employment opportunities, as has objective 13 (flooding) as a result of the low flood risk on site and incorporation of sustainable drainage systems. A minor negative effect was identified against objective 8 (biodiversity) due to the loss of a greenfield site which would have supported species and enhanced connectivity, objective 10 (water) due to the additional pressure on local water resources, objective 11 (waste) as a result of increased waste generation and objective 12 (air quality) due to local deterioration in air quality as a result of increased congestion. Objectives 14 (cultural heritage) was also assessed as minor negative effects due to the impact on historical features on site and the impacts on setting..</p> <p>A mixed minor positive and negative effect was recorded against objective 2 (health) due to the access to open space and healthy lifestyle opportunities and the short and long term potential for noise disturbance. Objective 3 (education and training) was recorded as a mixed minor effect due to the development of trade skills during construction and the lack of accessible secondary school and nurseries, in addition to objective 7 (climate change) due to the potential to increase renewable energy and the increase in greenhouse gas emissions.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development, and the condition of archaeological features on site.</p>			

## Site 607: Elvington Airfield

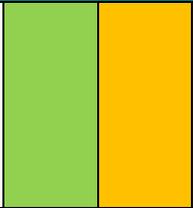
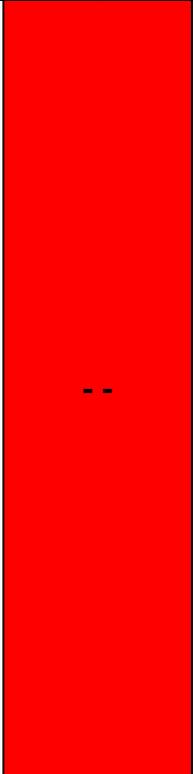
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>This alternative site is forecast to be delivering 3520 new dwellings which would help meet the needs of the local population through the delivery of new homes in an area of housing need. Based upon the proposed affordable housing policy, the site would have a target to provide 25% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>Due to the scale of the development new facilities would need to be accommodated on site on site. This has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>It is assumed that no retail or community facilities will be included in the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>+</p>	<p>-</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>the residences are acceptable.</p> <p>There are no facilities within 800m of the site.</p> <p>Given that this is a former airfield, contamination of the site is a risk. Specifically, there is the potential for ammunition and unexplored hydrocarbons from aviation fuel. A ground conditions survey would be required to ensure that appropriate mitigation and remediation could take place.</p> <p>The site is adjacent to a business park with mixed uses on site. This could mean that areas at the eastern end of the site may be unsuitable for development. Depending on the size of the site being considered, further noise may arise from motorsports (used as currently) and the air museum. A full noise assessment would be required.</p> <p>As a result of the above, a minor negative has been determined for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Access to cycle and footpaths should be considered to create opportunities for recreation..</li> <li>• A glazing and ventilation strategy would need to be in place for the homes.</li> <li>• Risks of contamination would need to be established through a ground conditions survey to identify risks and appropriate mitigation.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The scale of opportunities for walking and cycling are uncertain.</li> <li>• The level and type of open space proposed in the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>There is no primary school or secondary school located within proximity of the site. .</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a mixed minor positive and negative effect as a result of the</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>skills development through the construction period and the no availability of local schools.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of students and their educational needs will only be fully determined upon the development's completion and occupation.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, temporary construction jobs are expected to be generated through the development of the site. If community facilities or shops are included in the development, then there may also be the long term generation of a small number of jobs on the development.</p> <p>There are limited options for low carbon travel into York city centre due to the lack of frequent bus or train services, which will also reduce the flexibility of the workforce on the development. There is a non-frequent bus that currently passes to the western edge.</p> <p>The site is adjacent to Airfield Business Park and the Yorkshire Air Museum which would both provide jobs within proximity of the site.</p> <p>Development of this site for residential purposes would likely support the overall workforce by providing homes to live in. This would generally support the economy as a whole.</p> <p>Overall this has been assessed as a neutral effect, as the scale of job generation will be limited given the size of the development and there is a lack of workforce flexibility.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> <li>• <i>It is uncertain whether local facilities will be included in the development.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> <li>Promote the safety and security for people and/or property.</li> </ul>	+		<p><b>Likely Significant Effects</b></p> <p>The development of the site may help address deprivation inequalities through the provision of affordable housing. Based upon the current affordable housing policy, the site would need to provide 25% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation. There are no facilities within proximity of the. This could be enhanced further through the creation of pedestrian and cycle access to the village and further facilities on site.</p> <p>Preliminary evidence submitted by the site promoter suggests that facilities could be provided on site to supplement those in the village. .</p> <p>Overall this has been assessed as minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local services have the capacity to expand for new residents.</li> <li>Assumed that affordable housing would be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether the development will deliver additional new facilities.</li> </ul>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	-	+	<p><b>Likely Significant Effects</b></p> <p>There is no access to frequent or non-frequent bus routes in vicinity of this site. It is considered that there are limited public transport options to enable a modal shift enough to minimise use of the car. Pedestrian links and cycle routes are also limited with only an adopted highway identified through assessment. It is therefore likely that travel from this location would predominantly be by car. Car journeys are therefore expected to increase as a result of the development which may have implications on congestion on roads linking to the site.</p> <p>The site currently has no access to services and would require a local centre to be located to ensure adequate facilities to serve the local population and minimise short distance trip generation.</p> <p>Initial transport evidence prepared by the site promoter has identified that a bus route would be necessary to serve the site which in the longer term should be self sustaining. This would be combined with other pedestrian and cycle improvements to better connect to the wider village of Elvington. In addition, facilities are proposed on site which could enable local access.</p> <p>On balance, this site has been assessed as potentially having a minor negative and minor positive</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>effects.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A frequent bus route and options for sustainable modes of travel should be introduced to promote non-car journeys.</i></li> <li><i>Further strategic connections for pedestrian and cycle routes should be included to integrate the site into the existing network.</i></li> <li><i>Development of local facilities to enable access locally and minimise the use of the car.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Initial transport planning has been undertaken by site promoters.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The behaviour of future occupiers and their travel needs.</i></li> <li><i>Ability to implement public transport options that would enable a modal shift away from the car.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</p> <p>A variety of climate change mitigation measures could be incorporated through design, layout and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The developer intends for all dwellings to achieve Code for Sustainable Homes Level 3 and to achieve a 10% reduction in energy use through a 'fabric first' approach to sustainable design.</p> <p>The site should maximise the use of any renewable sources such as solar power or solar thermal in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>and manage negative impacts towards climate change.</i></p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale of inclusion of renewable energy sources in the development is uncertain.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>Heslington Tillmire is within 500m of the western boundary of the site. In addition, the whole airfield site is designated as a SINC/Candidate SINC. The value of the site as it stands with regard to the adjacent SSSI and the corridor is its open character and bird interest.</p> <p>Elvington Airfield is a SINC/candidate SINC in its entirety pending further survey work. Its value is both in its grasslands with its associated invert fauna (designated) and for birds (candidate), both breeding and overwintering. Curlew, Redshank, Snipe, Lapwing and Little Ringed Plover are all known to breed on or in very close proximity to the airfield and it has very high populations of breeding Skylark and Barn Owl. In winter large flocks of finches and larks are known to frequent the grassland and attract good numbers of raptors including peregrine, hobby, buzzard, short eared owl.</p> <p>It is also potentially an important open habitat linking both the Tillmire and the Lower Derwent Valley. As such this is potentially a very important wildlife site that would be very sensitive to disturbance. A detailed master plan would be needed to more fully assess the impact but large scale development over the majority of the site would severely affect the value of the site.</p> <p>There may be scope for some development at the eastern/ Elvington Road end and on part of the apron but disturbance levels, even from development here could significantly affect the interest. An Appropriate Assessment would be needed not only to consider the impact on the site but also to look at cumulative impacts on the Tillmire and the Lower Derwent Valley.</p> <p>Further survey work is required to establish the specific value of this site. Survey work for birds across the whole site would need to cover at least 2 winters and a summer with significant winter work, as well as more detailed habitat and floral surveys across the site and with invert work done as well.</p> <p>The Airfield itself is a significant part of a corridor linking the LDV and Heath corridors to the Tillmire corridor so it already contributes in a major way to the green corridor policies that development would not necessarily improve or be able to recreate. It may not necessarily be possible to protect the nature conservation interest within the development.</p> <p>Potentially important for passerines in summer and winter and there is wetland habitat to attract waders on adjacent land which would also use airfield. Also potential for overspill from LDV when in flood. In summer, waders are recorded breeding on airfield (at least 3) and very high skylark</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>population.</p> <p>This site has been assessed as having significantly negative effect. Mitigation for the designated SINC grassland is unlikely and there is uncertainty over its relationship with the Lower Derwent Valley SPA.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An Habitat Regulation Assessment would need to be undertaken to understand whether development of this would have an adverse impact on the Lower Derwent Valley SPA.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: #90EE90; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">+</div> <div style="background-color: #FFD700; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">-</div> </div>	<p><b>Likely Significant Effects</b></p> <p>The development would involve the reuse of previously developed land. It would be the redevelopment of a former airfield.</p> <p>Given that this is a former airfield, contamination of the site is a risk. Specifically, there is the potential for ammunition and unexplored hydrocarbons from aviation fuel. A ground conditions survey would be required to ensure that appropriate mitigation and remediation could take place.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>For the above reasons, this has been assessed as having a mixed minor positive and minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Full ground conditions assessment is required to establish contamination on site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that no further contamination is present on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are water bodies within 30m of the site, so there is the potential for negative effects from construction works or the completed development. The site is not located within a Source Protection</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>Zone.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water’s Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water’s area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and any possible remediation is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The nearest AQMA is located over 500m from the site boundary so no effects on this area are expected.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. The site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling. The scale of effects will be related to the success and up-take of low emissions solutions on the site as well as sustainable travel behaviour of residents in the long-term.</p> <p>Due to the number of homes on the development and the conditions of the existing road network in addition to limited existing sustainable routes for local journeys, congestion is potentially anticipated as a result of the development. This means that traffic from the development may cause a deterioration of local air quality. A full air quality assessment would be required.</p> <p>Overall a minor negative effect is anticipated due to the increase in construction emissions and potential of congestion in the longer term.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>An air quality assessment would be required to understand the potential impacts and to enable mitigation measures to be put in place.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The proposed development is located in an area identified as being at low risk of flooding. A flood risk assessment will be required in line with policy FR1 of the Local Plan.</p> <p>Some drainage issues have been identified in relation to surface water flooding on site. Sustainable drainage systems (SUDs) should be incorporated into the development to help manage surface water flows and avoid contributing to flood risk. This should be in line with Local Plan policy FR2. The site also must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p>The development has been assessed as having a minor positive effect on flood risk.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> <li>The site should be laid out to provide an opportunity for any flood water to flow away from homes, and lower lying external areas such as road and parking areas should be designed to temporarily flood during extreme events.</li> <li>Plot levels should be raised at low points within the development and in areas defined as flow paths.</li> <li>Field drains should be cleared of any debris.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Development of the site would have a destructive impact on any surviving archaeological deposits or landscape features.</p> <p>The HIA identifies that this site is the former Elvington military airfield used in World War Two and during the Cold War. A Neolithic axe head has also been found on the airfield site. There is the potential for well preserved archaeology on this site and limited investigations have taken place in this area.</p> <p>Langwith Farm House which borders the site is shown on the First Edition OS Plan and development may harm the historic character of this building.</p> <p>Poor architectural design would be detrimental to the generally high quality of buildings and craftsmanship in York. Poorly designed housing would have a detrimental impact on the architecture of Copmanthorpe and York in general. Inappropriately tall buildings would also have a detrimental impact upon existing surrounding properties.</p> <p>As a result, this has been assessed as with the potential for a minor negative effect if archaeology of interest was identified.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Further archaeological analysis and mitigation identification is required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether significant archaeology is still present on site.</i></li> <li><i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The HIA identifies that this site is isolated from the village of Elvington and has no association with it. This would therefore have minor negative for compactness of Elvington village particularly given the potential shape of this development.</p> <p>In addition, the HIA identified that the proposed site provides openness to the landscape in this location. Development here would impose itself on the landscape and have a detrimental effect on its character.</p> <p>Whilst evidence by the site promoters has considered ways to mitigate the impact of development in this location, the loss of openness is likely to have a significant negative effect.</p> <p>Overall this has been assessed as a negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>A significant positive effect was recorded against objective 1 (housing) as a result of the significant number of new houses that will be constructed in an area of need. Objective 8 (Biodiversity) was considered as a significant negative given that the site in its entirety is designated as a SINC/candidate SINC and development of the site would result in the loss habitat.</p> <p>A minor positive effect was recorded against objective 5 (equality) as a result of the inclusion of affordable housing and good access to local services and objective 13 (flooding) due to the anticipated uptake of sustainable drainage systems. Objective 10 (water) due to potential detrimental impacts on local water quality from increased consumption and objective 11 (waste) as a result of the increase in waste generation. A minor negative effect was also recorded against objective 12 (air quality) due to the increase in construction emissions and potential emissions from car travel. Minor objectives were also record for objective 14 (heritage) as there is potential for archaeological remains on the site and objective 15 (landscape) due to development of the site being isolated and out of character.</p> <p>A mixed minor positive effect was recorded for objective 2 (health) due to the improved access to open space and the potential for short term noise disturbance during construction and objective 3 (education and training) due to the enhancement of trade skills and the limited access to educational facilities, and objective 7 (climate change) due to the potential to include renewable energy and the increased greenhouse gas emissions. Objective 9 (land use) was assessed as a minor positive effect due to the reuse of previously developed land but potential risk of contamination Objective 6 (transport) was given a mixed effect reflecting the lack of current available sustainable travel modes and the potential to implement these through development. Objective 4 (jobs) was assessed as minor positive and due to the site supporting the workforce through new homes but current lack of access to access them easily.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development, and the presence or condition of any archaeological remains.</p>			

## Site 691 – Amalgamated Sites East of Monks Cross

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development of 512 new homes is expected to make a significant contribution towards meeting the housing needs of the population. The development would deliver a large number of new dwellings in an area of known housing need. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards meeting the affordable housing need in the long term.</p> <p>Retail units are not expected to be included on the development site due to the close proximity of the Monks Cross shopping park, which contains key retail facilities. Further retail development at Monks Cross has the potential to undermine the role and function of retail within York city centre.</p> <p>Due to the anticipated scale of new housing to be delivered, this has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>It is assumed that no retail or community facilities will be included in the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>There are no residential areas adjacent to the site so construction noise is not expected to cause local disturbance. In the longer term, noise from the A1237 and link road have the potential to disturb residents on the new development.</p> <p>There are no healthcare services within 800m of the development, and there is limited access to open</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>		<p>space.</p> <p>Open space and sports areas would need to be provided on site to ensure access to outdoor leisure activities. Connections to cycle routes and footpaths should also be made to promote healthier lifestyles.</p> <p>No land contamination issues have been identified for the development area.</p> <p>A minor negative effect has therefore been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A noise assessment should be performed and a strategy put in place if necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of open space will be subject to masterplanning.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>	+	--

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>developments completion and occupation.</i></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site.</p> <p>The retail facilities at Monks Cross shopping park may also provide jobs for some of the new residents, so the development may support the housing needs of the local workforce. The shopping park could be accessed through sustainable travel means if incorporated into the development, which would also help promote a low carbon economy.</p> <p>Frequent bus routes into York city centre will also help promote a flexible workforce for the future.</p> <p>Long terms jobs are not expected to be generated on the development as new community facilities are not planned to be included.</p> <p>Overall this has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Assumed that community shops or facilities will not be included in the development.</i></li> <li><i>Assumed that existing local employment opportunities will be accessible by sustainable travel means.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term in meeting the identified affordable housing need and supporting equal access to housing.</p> <p>Although new community facilities are not expected to be included in the development, services and facilities are accessible at the Monks Cross shopping park, which is in close proximity to the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Promote the safety and security for people and/or property.</li> </ul>		<p>development. Overall this has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that no new facilities will be included in the development and that the shopping park will be easily accessible.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Additional traffic on the A1237 outer ring road and Monks Cross link road has the potential to exacerbate congestion in the area.</p> <p>There are frequent bus services available within 400m of the development, and a Park and Ride stop accessible within 400m of part of the site, which could help minimise car use from the new development.</p> <p>Cycle routes and footpaths to nearby areas such as the Monks Cross shopping park should be included to promote sustainable forms of travel and remove the need for a number of short car journeys.</p> <p>This has the potential for a mixed significant positive and minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The impact from this site on the transport network needs to be established prior to development to ensure appropriate enhancements/ infrastructure can be incorporated.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The existing public transport routes can be linked into the new development.</i></li> <li><i>Cycle paths and walkways would be incorporated into the development to provide access to local areas.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of congestion as result of this development as a result of its occupation.</i></li> <li><i>The behaviour of future occupiers and their travel needs.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</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. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of inclusion of renewable energy sources in the development is uncertain.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> </ul>	-		<p><b>Likely Significant Effects</b></p> <p>There are no nationally or internationally designated biodiversity sites on or adjacent to the development area.</p> <p>The site currently forms part of a green corridor into York city centre. Development of the site could result in a loss of areas of biodiversity, and the development would need to retain areas of green space to ensure that habitat connectivity is maintained. In particular, this area is known for having great crested newts and previous development has used this corridor to mitigate and enhance the environment for GNCs. This site would need to establish the full ecological value of this site to ensure suitable mitigation could be identified.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<ul style="list-style-type: none"> <li>Provide opportunities for people to access the natural environment.</li> </ul>		<p>This has been assessed as a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	--	<p><b>Likely Significant Effects</b></p> <p>The proposed development is on an area of greenfield Grade 2, 3a and 3b arable land. This would result in the loss of the best and most versatile agricultural land. Pylons are present on the site which would remain in place, resulting in areas which could not be developed.</p> <p>No notable issues relating to land contamination have been identified. An assessment of ground conditions would be required prior to development.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>The loss of a greenfield agricultural site has been assessed as a significant negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An assessment of land quality and any identified remedial work would be necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether contamination is present on site.</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no notable water bodies within 30m of the site, so negative effects are not expected from construction works or the completed development. Drainage dykes are present around the edge of the site, which are at risk of contaminant and sediment runoff from construction activities and should be protected. The site is not located within a Source Protection Zone.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water’s Water Resources Management</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is uncertain.</li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>No effects are anticipated on AQMAs, with the closest AQMA located over 500m from the development.</p> <p>Future occupiers may be negatively affected by possible poor air quality from traffic and congestion on the A1237 outer ring road at the northern edge of the site due to. This has the potential to be a long term effect.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Pedestrian and cycle paths should be incorporated to help promote uptake and reduce car use.</p> <p>Due to the proximity of the A1237 with the potential to cause long term local air quality issues and the expected increase in local traffic, this has been assessed as a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment should be performed and any mitigating measures implemented.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and availability and uptake of sustainable transport options is not certain.</li> </ul>

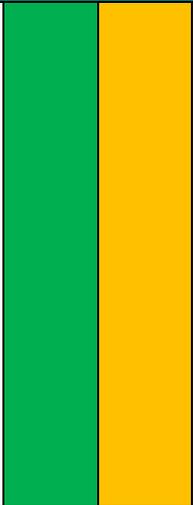
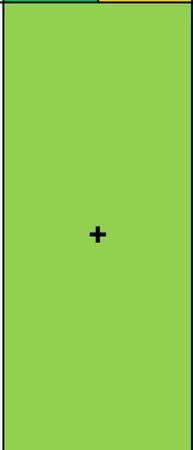
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>A negative effect on flood risk is not anticipated as the proposed development is located in an area identified as being at very low risk of flooding. A flood risk assessment will be required in line with policy FR1 of the Local Plan.</p> <p>Sustainable drainage systems (SUDs) should be incorporated into the development to help manage surface water flows and avoid contributing to flood risk. This should be in line with Local Plan policy FR2. The site also must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p>The development has been assessed as having a minor positive effect on flood risk.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that surface water management features will be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development is expected to result in a minor impact on compactness as site is located some way from city centre area. The site forms part of the green wedge forming York's historic character and setting.</p> <p>The character and rural setting of the scattered farmsteads to the east of York would be negatively impacted by large scale development in this area. The distance between the urban fringes and the scattered farms surrounding the eastern edges of the city would be reduced by the development.</p> <p>Inappropriate scale or low quality architecture/craftsmanship would have a detrimental effect on the architectural legacy of York in general.</p> <p>Without appropriate archaeological mitigation, the development would have a destructive impact on archaeological deposits which may relate to the prehistoric and Roman period.</p> <p>High quantity legible non designated historic landscape features exist across the site including ridge and furrow, medieval and post-medieval field boundaries. Ridge and furrow may protect earlier landscape features lying beneath it. The former York to Beverley railway (1847) once ran across the site.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>Development on the site which did not retain or respect the existing visible historic grain would be detrimental to the area.</p> <p>This has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An archaeological assessment and mitigation measures would be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that archaeological remains are still present on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>- -</p>	<p><b>Likely Significant Effects</b></p> <p>Development of the site would remove the field margin between the ring road and urban areas, impacting on the open rural setting of the city. This is perhaps of lower importance towards the northern end of the ring road where it meets the Monks Cross Link Road, but the proposed development site would potentially allow development along almost the whole length of the ring road between Hopgrove and the Link Road roundabout. The Link Road currently forms a natural boundary to the urban area.</p> <p>High quantity landscape features exist across the site which would be removed or negatively impacted by development.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Further landscape analysis and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p><b>Summary</b></p> <p>Significant positive effects have been determined against objective 1 (housing) due to the increase in housing provision, objective 5 (equality) due to the expected inclusion of affordable housing and access to services on the adjacent Monks Cross shopping park, and objective 6 (transport) as a result of the access to sustainable transport options from the development. A significant negative effect was recorded against objective 9 (land use) due to the loss of classified greenfield land.</p> <p>Objective 3 (education and training) was assessed as having a mixed significant negative and minor positive effect due to the lack of educational establishments and the development of trade skills during construction. A minor positive effect was also recorded against objective 4 (jobs) due to the generation of construction jobs and potential employment opportunities at the adjacent shopping park and objective 13 (flood risk) due to the low risk of flooding and expected update of sustainable drainage systems.</p> <p>A minor negative effect has been recorded for objective 2 (health) as a result of potential long term noise disturbance and lack of healthcare facilities, objective 6 (transport) due to the anticipated additional congestion in the area, and objective 8 (biodiversity) due to the potential loss of wildlife habitats from development on greenfield land. Objective 10 (water) has also been assessed as having a minor negative effect due to the potential deterioration of local water quality, as has objective 11 (waste) as a result of waste generation from the development and dwellings, and objective 12 (air quality) due to the impact of congestion on local air quality. Objectives 14 (cultural heritage) and 15 (landscape) were also recorded as minor negative effects due to the impact on character, rural setting and landscape features.</p> <p>A minor mixed positive and negative effect was identified against objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development.</p>			

## Site 763 – Land West of Upper Poppleton

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Delivery of 244 new dwellings would contribute towards meeting the needs of the population by increasing the housing stock in an area of known need. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a positive contribution towards meeting the affordable housing need in the long term.</p> <p>Due to the remaining size of the development site, it is not expected that new facilities will be included on site. There is also a noted lack of suitable access to Poppleton village and its existing services. As a result of the additional houses but limited access to community facilities, this has been assessed as a mixed significant positive and minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Provision of access to Poppleton village and its facilities would help to meet community needs.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> <li>• <i>It is assumed that no new communities facilities would be included as part of the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>++</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The proposed development site partly comprises of existing open space. Development would result in the loss of open space and a reduction in outdoor leisure activities. Areas of open space could be included in the development, but it is currently uncertain whether these would exceed the loss. There is also access to a variety of existing areas of open space that are assumed to be accessible from the development.</p> <p>The development should support walking and cycling, and good connections with existing pedestrian/cycle networks should be provided, however the scale of these opportunities is currently</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>uncertain.</p> <p>Doctors facilities are available within 400m from some parts of the development.</p> <p>Construction noise may cause short term disturbance for the small number of properties adjacent to the northern development parcel. No health impacts are expected as a result of the development location.</p> <p>No ground contamination issues have been identified at this stage, however an assessment should be undertaken prior to development.</p> <p>It is anticipated that a mixed significant positive and minor negative effect will arise for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Access to cycle and footpaths should be included in the development.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that existing areas of open space are accessible from the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of opportunities for walking and cycling are uncertain.</i></li> <li>• <i>The level and type of open space proposed in the development is uncertain.</i></li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>There is a primary school within 400m of some parts of the development area. The closest secondary school is 800m from the site but with limited accessibility due to major barriers such as the train line and an A road. The extent of additional capacity to accommodate students from the new development would need to be established.</p> <p>In the short to medium term, construction and associated trade jobs would be generated throughout the construction stage of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local schools would have capacity for additional students from the development.</li> <li>It is assumed that the scale of the development does not warrant the inclusion of a new school.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the development's completion and occupation.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>In the short-medium term, temporary construction jobs are expected to be generated through the development of the site. Longer terms jobs after the construction period are not anticipated at the development.</p> <p>The Northminster business park would be accessible from the development, so the development may support housing for the local workforce and therefore support York's economy. If access is available to Poppleton train station, there would be regular trains to York city centre, helping to promote a flexible workforce.</p> <p>This has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Cycle routes or footpaths to the train station and bus stops would help promote sustainable travel and a low carbon economy.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that no on-site businesses are proposed as part of the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> </ul>	+   -	<p><b>Likely Significant Effects</b></p> <p>The development is expected to contribute the provision of affordable housing, which would help meet affordable housing needs and address barriers in access to accommodation.</p> <p>While the facilities of Poppleton village are not located far from the site, the development area is currently cut off from the village with limited access. It is also assumed that new facilities will not be included in the development due to its size. This does not contribute towards providing accessible services for the local community.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
	<ul style="list-style-type: none"> <li>Promote the safety and security for people and/or property.</li> </ul>			<p>As a result, a mixed minor positive and negative effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of access to existing local facilities would support equality and access on the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local services have the capacity to expand for new residents.</li> <li>Assumed that affordable housing would be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The nature and scale of facilities and services provided on the site will be subject to masterplanning and occupation following development.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	++	-	<p><b>Likely Significant Effects</b></p> <p>The development is within a 15 minute walk and 5 minute cycle ride from Poppleton train station which has services into York city centre. Bus routes also run into the city, with frequent bus services available within 400m of the site. Access to these services should be provided through the development. However, the remaining parcel of land outside of primary constraints is isolated from the village.</p> <p>Additional vehicle journeys are expected to arise as a result of the development, which may contribute to any local congestion on the A59 and A1237. The site is also identified as having no suitable access currently in place.</p> <p>This has been assessed as a mixed significant positive effect and minor negative against the transport objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A transport assessment should be performed for the site.</li> <li>Access to public transport in Poppleton and sustainable transport links to existing pedestrian and cycle networks should be included.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that Poppleton train station and bus services are accessible from the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of congestion as result of this development as a result of its occupation.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</p> <p>There is the potential to incorporate climate change mitigation through the design and layout of the site and the incorporation of renewable energy technologies. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development. Uptake may be limited due to the smaller size of the development site.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of inclusion of renewable energy sources in the development is uncertain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>There are no nationally or internationally designated sites adjacent to the development.</p> <p>The site is an area of agricultural greenfield land and wildlife is expected to be present on site. Further work would be required to establish the ecological value of the site. The loss of a greenfield site which would have supported species and enhanced connectivity has been assessed as a minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed site is an area of agricultural Grade 1 and 3b greenfield land. Development would result in the loss of some of the best and most versatile land, and would not involve the reuse of previously developed land.</p> <p>Land contamination issues have not been identified for the site at this stage, however a land quality assessment would be required along with any identified remedial measures.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An assessment of land quality and any identified remedial work would be necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether contamination is present on site.</li> </ul>
<p>10. Improve water efficiency and</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
quality.	<ul style="list-style-type: none"> <li>Improve the quality of rivers and groundwaters.</li> </ul>		<p>There are waterbodies (small streams or ditches) both on site and adjacent to the development area. These water resources are at risk of contamination from construction activities which has the potential for a negative effect on water quality in the short or medium term. The site is not located in a Source Protection Zone.</p> <p>The increase in local population due to the new dwellings is expected to increase the demand on water resources. This has the potential for a long-term negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
11. Reduce waste generation and increase level of	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
reuse and recycling.			<p>various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and any possible remediation is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The nearest AQMA is over 500m from the boundary of the site. This is not expected to be affected during development or once the site is completed.</p> <p>An increase construction emissions and local traffic may result a reduction in local air quality, although the effect may be more modest than for other sites due to the scale of the development.</p> <p>This has been assessed as having a minor negative effect on air quality.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>An air quality assessment would be required to understand the potential impacts and to enable mitigation measures to be put in place.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The development is located in an area identified as being at very low risk of flooding. Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development. As the site is greenfield the runoff rates must not exceed 1.4 l/sec/ha.</p> <p>For the above reasons, the site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	- -	<p><b>Likely Significant Effects</b></p> <p>The development has the potential for a detrimental impact on the compactness of Upper Poppleton. Although the original village has already been substantially extended, this proposed area of extension may potentially double the size of the settlement. Almost all of the site falls within an area identified as protecting the village setting, which would be lost if development took place.</p> <p>Inappropriate scale or low quality architecture/craftsmanship could have a detrimental impact on the architectural legacy and character of Upper Poppleton.</p> <p>The site impinges into the Upper Poppleton Conservation Area which may mean that new development could impact upon the historic character of the village. Grade II Beechwood House and other listed buildings are located near to the proposed development, which may have an impact on the buildings and their setting.</p> <p>Development would have a detrimental impact on any surviving archaeological deposits and existing landscape features. This includes historic field boundaries found within the site which form part of the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>village setting, and ridge and furrow in unknown condition which is recorded on some parts of the site. This has the potential for a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</i></li> <li><i>Further architectural and craftsmanship analysis and mitigation is required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that archaeological remains are still present on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> <li><i>The condition of the recorded ridge and furrow is unknown.</i></li> </ul>
<p>15. Protect and enhance York's natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development site forms part of the open countryside and rural setting of Upper Poppleton, and development would remove a significant amount of the existing open fields. This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city.</p> <p>Views towards the city centre from the site may be possible, however development may impact upon these potential vantage points.</p> <p>Overall this has been assessed as having a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Further landscape assessment and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>Significant positive effects were identified against objective 1 (housing) due to the contribution towards meeting housing needs from the construction of new dwellings, objective 2 (health) as a result of access to existing open space and the promotion of healthy lifestyles, and objective 6 (transport) due to the available sustainable transport infrastructure. Significant negative effects have been recorded against objective 9 (land use) due to the loss of agricultural greenfield land. Significant negative effects were also determined against objectives 14 (cultural heritage) and 15 (landscape) due to the extension of the village and effects on setting, historic character and vantage points.</p>			
<p>A minor positive effect was recorded against objective 3 (education and training) due to the proximity of primary and secondary schools and the enhancement of construction skills through job generation and against objective 4 (jobs) due to the provision of construction jobs and access to the local business park. Objective 13 (flooding) was also assessed as a minor positive effect due to the low flood risk on site and incorporation of sustainable drainage systems.</p>			
<p>Objective 1 (housing) had a minor negative effect recorded due to the lack of access to existing services in Poppleton village, as did objective 2 (health) due to the loss of existing open space and short term construction noise disturbance. A minor negative effect was also recorded against objective 6 (transport) due to the increase in local congestion, objective 8 (biodiversity) due to the loss of greenfield habitats, and objective 10 (water) due to the potential for the deterioration of water quality for waterbodies on and adjacent to the site and local water resources. Objective 11 (waste) was recorded as a minor negative effect due to the increased waste generation, as was objective 12 (air quality) as a result of a potential reduction in local air quality from HGV movements and increased traffic.</p>			
<p>Objective 5 (equality) was assessed as a mixed minor positive and negative effect due to the provision of affordable housing and lack of access to existing village facilities, in addition to objective 7 (climate change) due to the potential for renewable energy generation and the increase in greenhouse gas emissions.</p>			
<p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development, and the condition of archaeological features on site.</p>			

## Site 764 – Land west of Millfield Lane, Upper Poppleton

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development is a large site which would make a very significant contribution to meeting the local population’s housing needs, with 2,586 new dwellings. This development in an area of known need would provide a new community that is able to meet a variety of housing needs. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards meeting the affordable housing need in the long term.</p> <p>Information from the developer indicates that this could include specialist housing, student accommodation and community facilities, in addition to retail and employment uses. It will be important that a balanced and mixed settlement is created to meet the local needs.</p> <p>In order to meet the needs of the new resident’s local facilities and services will need to be provided commensurate to the scale of population to ensure that adequate provision is locally available, and that undue pressure is not put on existing facilities elsewhere.</p> <p>The masterplanning should ensure that facilities and housing development are phased together to minimise residents need to travel for convenience items, particularly in the short-term.</p> <p>The development has been assessed as having a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and the nature of community facilities developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>During construction, there may be some disturbance for users of the Northminster business park when construction occurs in close proximity. Additionally, due to the expected timescales of up to 10 years to complete the development, earlier residents may experience disruption and noise while later parts of the site are completed.</p> <p>Northern parts of the site are adjacent to the A59 and a railway line. Noise from the road and trains has the potential to cause long term disturbance to residents if dwellings were constructed in this part of the site. The site is also adjacent to Northminster Business Park which has a range of industrial uses on site. There is potential for this to have a detrimental impact on people's health and well-being. A noise survey and assessment of safety due to this -would be required prior to development. In addition, a vibration assessment may be required to establish if there would be any detrimental impacts on residents.</p> <p>There is currently limited access to open space from the development. Information from the developer indicates the intention to include open space on the site, and the opportunity to provide new footpaths and cycle ways. This should improve access to open space and encourage healthier, more active lifestyles for residents.</p> <p>There are no healthcare facilities located within 800m of the development.</p> <p>No issues with ground contamination have been identified at this stage. A land quality assessment and any recommended remedial work would be required prior to development.</p> <p>Due to the above factors, a minor negative effect has been determined against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A noise assessment should be performed and a strategy put in place if necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of open space will be subject to masterplanning.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	<p style="text-align: center;">+      -</p>	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>The closest secondary school is within 800m of the site but access is impeded by major barriers such as the train line and A road. Nurseries and primary schools are not available within 800m of the development.</p> <p>Given the scale of the site, this may require new school provision to be included in the development. Schools should be planned and phased alongside the residential development to ensure facilities are accessible to new residents through the course of the development.</p> <p>In the short-medium term, construction and associated trade jobs would be generated throughout the construction of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>In addition, new retail and employment opportunities on the development would also contribute to development of skills.</p> <p>This has been assessed as a mixed minor positive and negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Adequate provision for educational needs should be planned into the development and phased alongside residential development to ensure that this is accessible to the new residents during the course of development. This may include the provision of new schools.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</i></li> <li>• <i>The capacity of existing schools to accept additional students from the development is not certain.</i></li> <li>• <i>The scale of new employment opportunities generated on the development is not yet known.</i></li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
carbon and inclusive economy.	<ul style="list-style-type: none"> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>		<p>development of the site. These may be significant in scale due to the site of the construction project.</p> <p>In the longer term, retail and employment opportunities are expected to be delivered on site which would contribute to local economic growth and business success. This would be positive for York's economy but the scale of this should be appropriate to ensure that this out-of-city location does not become a competing destination to established employment or leisure facilities within York.</p> <p>The development is adjacent to the Northminster business park, so the development may support jobs in that location. The developer has indicated that new cycle and pathways would be incorporated into the development, and it is assumed that these would include links to Poppleton train station and existing bus routes. Access to the city centre through sustainable transport would help promote a flexible workforce and a low carbon economy.</p> <p>This has been assessed as a significant positive effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that new cycle and footpaths would connect to Poppleton train station and bus routes to York city centre.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> <li>• <i>The scale of employment opportunities on the development is not certain.</i></li> </ul>
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	++	<p><b>Likely Significant Effects</b></p> <p>Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term in meeting the identified affordable housing need and supporting equal access to housing.</p> <p>The inclusion of retail units and community services would provide very accessible local services and facilities without the need to travel. Developing the facilities in tandem with the development would be necessary to ensure that increased pressure is not placed on these facilities and to ensure access in the site is within a 5- 10 minute walk. The impact on existing facilities would need to be determined prior to development.</p> <p>Overall this has been assessed as having a significant positive effect on equality and access.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>The level of facilities and services is commensurate to the scale of population.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new services and facilities would be included within the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The facilities and services provided will be subject to masterplanning and occupation following development.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<p>++</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The increase in traffic from the large development is likely to exacerbate congestion on the A59 and A1237 outer ring road.</p> <p>There are opportunities for supporting sustainable travel from the site in order to help reduce car usage. The developer has indicated that new cycle and pathways would be incorporated into the development.</p> <p>There are frequent bus services available within 400m of the site, in addition to a train station within a 15 minute walk or 10 minute cycle, and a Park and Ride stop accessible within 400m from parts of the site. The developer is proposing an extension to the local park and ride, which would also contribute to supporting sustainable travel options and reducing car use.</p> <p>Overall this represents a positive contribution towards sustainable transport, however the anticipated increase in car journeys as a result of the size of the site has the potential for a negative effect on congestion.</p> <p>As a result, this has been assessed as a mixed significant positive and minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A transport assessment and travel plan would be required for the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that new cycle and footpaths would connect to Poppleton train station and bus routes to York city centre.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects</li> </ul>	<p>+</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>a managed response to its effects.</p>	<p>of climate change;</p> <ul style="list-style-type: none"> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>	<p style="background-color: #90EE90; text-align: center;">-</p>	<p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</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. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions.</p> <p>The developer has indicated an intention to include solar energy and ground source heat pumps, and these installations should be maximised to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and the expected renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of inclusion of renewable energy sources in the development is uncertain</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	<p style="background-color: #FFD700; text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>There are no locally or nationally designated areas on or adjacent to the site.</p> <p>Mature hedges and trees are situated around the boundary of the site. These should be retained to avoid the loss of habitats and to maintain connectivity of green infrastructure.</p> <p>Further survey work would be required to establish the ecological value of this site.</p> <p>As the development would result in the loss in an area of greenfield land, this is expected to have a minor negative effect on biodiversity due to the loss of habitats and green infrastructure.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Mature trees and hedges should be retained on site.</i></li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is an area of classified Grade 1 and 3 agricultural land, so its development would result in some of the best and most versatile soils. It is a greenfield site which has had no former development.</p> <p>No issues associated with land contamination have been identified. An assessment of land quality would be required in advance of development, and mitigating measures included if necessary.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• An assessment of land quality and any identified remedial work would be necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• It is uncertain whether contamination is present on site.</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>There is a waterbody (small stream or drainage dyke) adjacent to the development area and the site is surrounded by drainage dykes. The close proximity to the large scale construction works puts the waterbody at risk of contamination and a reduction in water quality over the short to medium term.</p> <p>The increase in local population due to the new dwellings is expected to increase the demand on water resources. This has the potential for a long-term negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> <li><i>The site should be incorporated into the citywide recycling schemes and occupants be</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>encouraged to recycle as much as possible.</i></p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The level of waste processed during the construction and any possible remediation is unknown.</i></li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The nearest AQMA is over 500m from the boundary of the site. This is not expected to be affected during development or once the site is completed.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Cycle and pedestrian routes are expected to be incorporated into the development in addition to an expansion to the park and ride, so sustainable transport will be promoted to help minimise car use. Despite this, some increase in car journeys is expected with an associated reduction in local air quality.</p> <p>As a result of the above factors, this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An air quality assessment should be performed and any mitigating measures implemented.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Assumed that the development will adhere to air quality policies in the Local Plan.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale of additional vehicle emissions and availability and uptake of sustainable transport options is not certain.</i></li> </ul>

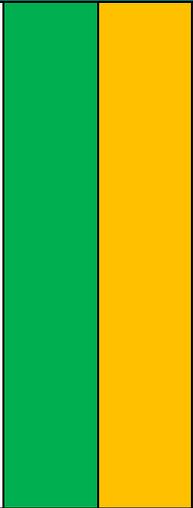
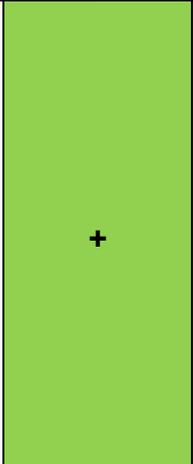
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The development intersects an area of flood zone 3a. This is an area at high risk of flooding so has the potential for a negative effect on flood risk.</p> <p>Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development. As the site is greenfield the runoff rates must not exceed 1.4 l/sec/ha.</p> <p>This has been assessed as a significant negative effect against this objective due to the flood risk.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The development of the site would require mitigation for surface water.</i></li> <li>• <i>Assumed that the site remains in flood zone.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development here has the potential for a significant detrimental impact on the compactness and setting of Upper Poppleton, as the proposal would create a substantial additional community adjacent to the village, separated by a main road..</p> <p>Inappropriate scale or low quality architecture/craftsmanship could also have a detrimental impact on the architectural legacy and character of Upper Poppleton.</p> <p>Historic field boundaries exist within the site and form part of the village settings of Poppleton and Knapton. Ridge and furrow in unknown condition is recorded in the north-east corner of the site. Huntsham Farm (formerly Moor House) and Prospect Farm (formerly Poppleton Moor House) date to at least the mid 19th century. Development would have a detrimental impact on any surviving archaeological deposits, existing landscape features and setting of rural historic buildings.</p> <p>Overall this has been assessed as a negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An archaeological assessment and mitigation measures would be required.</i></li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>It is assumed that archaeological remains are still present on site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>- -</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development site forms part of the open countryside and rural setting of Poppleton, Knaption and the city of York. Development would remove a significant amount of these open fields which would impact upon this setting.</p> <p>This development will be significantly visible from the A59 and ring road impacting on the rural setting of the city and the villages as you approach York from the south, north and west. Development on this site will also reduce the area of coalescence between Knaption and Upper Poppleton.</p> <p>This has been assessed as having the potential for a significant negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Further landscape analysis and mitigating measures are required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>Significant positive effects have been identified against objective 1 (housing) due to the high number of new dwellings to be included on the development, objective 4 (jobs) as a result of short term construction jobs, longer term retail employment on the development, and proximity to existing employment opportunities at the adjacent business park. Access to new facilities within the development and inclusion of affordable housing has also resulted in a significant positive effect being recorded against objective 5 (equality), and against objective 6 (transport) due to the opportunities for sustainable transport.</p> <p>A significant negative effect has been determined against objective 9 (land use) due to the loss of greenfield agricultural land and objective 13 (flooding) as the site is located in an area at high risk of flooding and objective 15 (landscape) due to the perceived significant visual impact.</p> <p>A minor negative effect has been recorded against objective 2 (health) as a result of the short and long term noise disturbance and limited access to open space and healthcare facilities, as well as for objective 6 (transport) due to the increased congestion anticipated from additional car journeys. A minor negative effect was also recorded against objective 8 (biodiversity) due to the loss of habitat, objective 10 (water) due to the potential effects on water quality for the waterbody adjacent to the development and pressures on local water resources, objective 11 (waste) as a result of increased waste generation and objective 12 (air quality) due to HGV movements and local congestion causing a reduction in air quality. Objectives 14 (cultural heritage) have also been recorded as minor negative effects due to the archaeological features present on site and the impacts on local character.</p> <p>A mixed minor positive and negative effect was determined for objective 3 (education and training) due to the enhancement of trade skills and the limited access to nearby schools. This was also assessed against objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development.</p>			

## Site 778 – Land West of Chapelfields

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The proposed development would deliver 311 new homes in an area of known housing need. This would promote long term improvements to the future housing stock and help to meet the needs of the local population through the delivery of a large number of new homes. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a long term positive contribution towards meeting the affordable housing need in the long term.</p> <p>Due to the scale of the development it is not expected to incorporate community facilities or retail units.</p> <p>As a result this has been assessed as having a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Provision of new facilities should be included in the development if possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that local facilities will not be included in the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes developed on this site will be subject to masterplanning and an associated planning application.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The developer plans to include 5 hectares of open space in the development, which would enhance outdoor access and promote outdoor leisure opportunities. It is also planned for the development to include pedestrian and cycle routes through the development which would also contribute towards the promotion of a healthier lifestyle. A managed meadow is proposed adjacent to the ring road which would promote outdoor activities such as dog walking. There is also access to a significant number of existing areas of open space.</p> <p>The site is located within 250m of a closed landfill, so there is the potential for land contamination to be present dependent on pollutant pathways and the integrity of any containment measures. An assessment of ground conditions must be performed in advance of development, and any and</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>remedial work undertaken if necessary to ensure that the land does not pose risks to health.</p> <p>The edge of the Chapel Fields residential area may experience short term noise disturbance during the construction period. The western edge of the new development is adjacent to the A1237 outer ring road, which has the potential for long term noise issues for residents. This is expected to be mitigated by the developer's plans to locate the new dwellings on the eastern part of the land parcel in order to incorporate acoustic buffering in the development.</p> <p>Doctors facilities are accessible within 800m from some parts of the proposed development.</p> <p>Overall this has been assessed as a mixed significant positive and minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Noise and ground quality assessments would be required prior to development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level and type of provision of healthcare facilities is currently unknown and will be subject to masterplanning.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>A primary school and a nursery are located within 400m of some parts of the development site. A secondary school is not present within 800m of the development. The capacity of the nearby schools to accept additional students would need to be determined.</p> <p>In the short-medium term, construction and associated trade jobs would be generated throughout the construction of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of educational facilities would be in line with policy EST1 of the Local Plan.</li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> <li>It is uncertain whether existing schools have capacity for new students.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	+		<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site.</p> <p>Employment opportunities are not expected to be generated on the development itself.</p> <p>The site is approximately 1.5 miles from the Northminster business park, so could provide residences for the local workforce and contribute to local economic growth. There are not significant sustainable transport options from the site, so low carbon commuting into York city centre would be a limited possibility.</p> <p>This has been assessed as a minor positive effect against his objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that there will be no long term retail or other employment opportunities in the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> <li>Promote the safety and security for people and/or property.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The development is expected to contribute towards the provision of affordable housing to help support equal access to housing. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site.</p> <p>The closest local facilities are further from the development than the recommended 400m for accessibility. The closest services are not considered to be within walking distance of the site and as such the development will not contribute to the accessibility of local facilities. Due to the size of the site it is also assumed that facilities are not to be included within the development itself.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p>This has been assessed as a mixed minor positive and negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Provision of new facilities within the development would enhance accessibility.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that local services have the capacity to expand for new residents.</li> <li>Assumed that affordable housing would be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The site's location adjacent to the A1237 has the potential to exacerbate congestion through additional vehicle journeys generated by the development. Information from the developer indicates that the number of extra journeys per hour is not expected to be high, so significant impacts are not anticipated. Improvements to the local road network have the potential to mitigate part of all of these effects.</p> <p>There are frequent and non-frequent bus services within 400m of the development. A railway station is also within a 15 minute cycle ride. The developer indicates that good pedestrian and cycle routes to surrounding sites and facilities are anticipated, which should encourage uptake of sustainable transport.</p> <p>Overall this has been assessed as a mixed minor positive and negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Undertake transport assessment and local highway improvements if necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>It is uncertain whether there will be improved access to walking/cycle routes.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>response to its effects.</p>	<ul style="list-style-type: none"> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>		<p>emissions. In addition, emissions will also be generated from the extra traffic arising from the development. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions.</p> <p>The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of inclusion of renewable energy sources in the development is uncertain.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>A drainage ditch along the eastern side of the site drains into a Site of Local Interest for Nature Conservation. There are also two SINCs in Acomb Grange to the east of the site. These areas are not expected to be significantly affected by the development, however they may experience some negative effects as a result of changes in drainage. Development on a greenfield site could also result in the loss of habitats.</p> <p>A managed meadow is proposed next to the ring road which would help to maintain ecological connectivity, however there is uncertainty over the scale of ecological value that this area may have. The site is also bound by and includes a number of mature trees and hedgerows, which should be retained where possible.</p> <p>There are no nationally or internationally designated sites in or adjacent to the proposed development area.</p> <p>Overall this has been assessed as a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An ecological assessment would be required for the site in addition to implementation of any</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>mitigation measures identified in the assessment.</i></p> <ul style="list-style-type: none"> <li>• <i>Mature trees and hedgerows should be retained where possible.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is an area of Grade 2 arable greenfield land so its development would result in the loss of some of the best and most versatile land. A cottage which is not part of the development has already been constructed on the area of land, but there has been no other known development on the site.</p> <p>The site is located within 250m of a closed landfill site so there is the potential for contaminants to have migrated to the development area. A land quality assessment would be required plus remedial work if necessary to ensure that the land is safe and suitable for use.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>The loss of greenfield agricultural land has been assessed as a significant negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Any identified ground contamination would be remediated prior to completion of the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether contamination is present on site.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>There are no surface waterbodies on or adjacent to the site. A drainage ditch is present at the eastern edge of the site which drains into a nearby ecological area. While this may be at risk of contamination and runoff from the short term construction activities, an impact on rivers or groundwater is not anticipated.</p> <p>The increase in local population due to the new dwellings is expected to increase the demand on water resources. This has the potential for a long-term negative effect on water quality. Yorkshire</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67MI/d, increasing to 108.65MI/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>As a result of the above factors, a minor negative effect has been assessed against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is uncertain.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is over 500m from the site and is not expected to be affected by the development or additional traffic in the longer term. Limited opportunities for sustainable transport have been identified at this stage, so a minor deterioration of local air quality may occur due to the extra vehicle journeys and potential congestion.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Inclusion of pedestrian and cycle paths would help promote the uptake of sustainable transport.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>

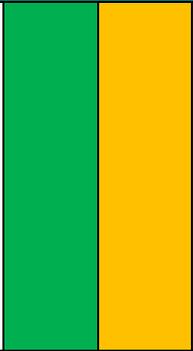
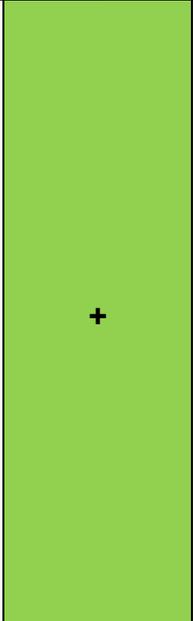
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The site is in flood zone 1, which is an area at low risk of flooding. A flood risk assessment (FRA) will be required in line with policy FR1 of the Local Plan.</p> <p>It is expected that sustainable drainage systems (SUDs) will be incorporated into the development to help manage surface water flows on site. Attenuation ponds are also envisaged by the developer. There is a drainage ditch along the eastern edge of the site which should aid surface water management, however changes in drainage should not be permitted to affect the local ecological areas which receive the run off.</p> <p>Additionally, the outflow from ground water and/or land drainage will not be permitted to enter public sewers in line with policy FR3. As a greenfield site, run off must comply with a runoff rate of 1.4l/sec/ha.</p> <p>This has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• A flood risk assessment is required for the site.</li> <li>• In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques such as attenuation ponds.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• n/a</li> </ul>
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Promote or enhance local culture;</li> <li>• Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site would have a detrimental impact upon the compactness of York. There may also be potential negative effects from the merger of the new development with established and distinct estates such as Chapelfields.</p> <p>The distance between York’s suburbs and scattered farmsteads to the west of the ring road would also be reduced by the development, which would have a negative effect on their rural setting and character.</p> <p>The site is situated immediately to the west of Acomb Grange which formed part of the estate of St Leonard’s Hospital from the early 12th century through to the early 16th century, which played a significant role in the religious and civic life of the medieval city. The limited archaeological work which has taken place on the site demonstrates the presence of and further potential for well-</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>preserved, waterlogged organic deposits of medieval date on this site.</p> <p>Acomb Grange is therefore a rare and important site both in a national context and in the context of the medieval archaeology of the City of York. The important historical association, the well-preserved medieval waterlogged deposits, and the surviving medieval topographic and landscape features make this site an unscheduled site of national importance.</p> <p>Development will have a detrimental impact on any surviving archaeological deposits.</p> <p>Inappropriate scale or low quality architecture/craftsmanship would also have a detrimental impact on the architectural legacy and character of York.</p> <p>There are no designated sites within the development area.</p> <p>Overall this has been assessed as having the potential for a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</i></li> <li>• <i>Investigation of the ditches and moats around Acomb Grange is required, as there is the potential for medieval fish ponds or gardens.</i></li> <li>• <i>An archaeological assessment and mitigation measures would be required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that archaeological remains are still present on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>• Preserve or enhance the landscape including areas of landscape value;</li> <li>• Protect or enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>- -</p>	<p><b>Likely Significant Effects</b></p> <p>The development of the site would adversely affect the rural setting west of York by removing the green interface between the ring road and urban fringes of the city.</p> <p>Semi-rural character and views from Grange Lane would be impacted by development to the fields either side of it.</p> <p>This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city.</p> <p>This has the potential for a significant negative effect against this objective.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Further landscape analysis and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>A significant positive effect has been recorded against objective 1 (housing) due to the additional provision of new housing in an area of need and against objective 2 (health) due to the access to existing areas of open space and healthcare facilities. A significant negative effect was also recorded against objective 9 (land use) due to the loss of greenfield land and potential contamination on site. This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city. As a result a significant adverse effect was recorded against Objective 15.</p> <p>Objective 3 (education and training) was identified as a minor positive effect due to the promotion of construction skills and the proximity of local primary schools. A minor positive effect was also recorded against objective 4 (jobs) due to the short to medium term generation of construction jobs and the proximity to Northminster business park, and against objective 13 (flooding) due to the expected uptake of sustainable drainage systems.</p> <p>A minor negative effect was identified for objective 2 (health) due to the potential for short and long term noise disturbance and objective 8 (biodiversity) due to the potential impacts to an adjacent local conservation site. Objective 10 (water) was assessed as a minor negative effect due to the potential reductions in local water quality, as was objective 11 (waste) as a result of increased waste generation and objective 12 (air quality) due to local deterioration in air quality from increased congestion. Minor negative effects were also recorded against objective 14 (cultural heritage) as a result of the potential impacts on medieval archaeology.</p> <p>A minor mixed positive and negative effect was identified against objective 5 (equality) due to the provision of affordable housing and lack of access to local facilities, objective 6 (transport) due to the opportunities for sustainable transport in addition to increased local congestion, and objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development.</p>			

## Site 789 – Land to the west of Beckside, Elvington

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>		<p><b>Likely Significant Effects</b></p> <p>The proposed development is located in an area of known housing need. It is expected to deliver 141 new homes to the area, which would contribute significantly towards meeting the needs of the population. Based upon the proposed affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a positive contribution towards meeting the affordable housing need in the long term.</p> <p>Due to the size of the site, community facilities are not expected to be included within the development.</p> <p>Overall this has been assessed as a significant positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> </ul>
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to open space / multi-functional open space;</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<p>++</p>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>The site has access to significant areas of existing open space. Open space should also be included within the development to provide additional access to leisure opportunities. It is uncertain whether pedestrian and cycle paths would be included in the development. These should be included and connect with existing routes to promote outdoor activities.</p> <p>Construction activities may cause short term disturbance for the existing residences on the eastern side of the site. This would be temporary in duration. Longer term, there are not anticipated to be any noise impacts at the site.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>There are no identified concerns regarding land contamination or the safety of the site.</p> <p>Part of the site has access to healthcare facilities within 800m.</p> <p>Overall this has been assessed as having a mixed significant positive and minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Open space and pedestrian and cycle routes should be included in the development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of open space to be included in the development is uncertain.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>There is a primary school in Elvington village and a nursery within 400m of some parts of the proposed site. This should support the provision of education for children on the development. The nearest secondary school is situated over 800m from the site. The capacity of the nearby schools to accept additional students would need to be determined.</p> <p>In the short-medium term, construction and associated trade jobs would be generated throughout the construction of the development. The level of training and skills development opportunities would be dependent upon employment practices in the companies that construct the development.</p> <p>It is therefore anticipated that there will be a minor positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the size of the development does not warrant the inclusion of a new school.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: #90EE90; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">+</div> <div style="background-color: #FFD700; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">-</div> </div>	<ul style="list-style-type: none"> <li>• <i>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</i></li> </ul> <p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. Longer term jobs after the construction period are not anticipated at the development if no local facilities are included on site. Some enhancement of existing local facilities in Elvington village may be required, which has the potential for minor economic enhancement.</p> <p>There is an industrial estate located approximately a mile from the centre of Elvington village which may be supported by the residents of the new development. It is assumed that the majority of employment opportunities would predominantly be focussed in the city of York, with limited potential to enhance employment and growth in the local area of the development. Buses into the city centre need to be assessed through a transport assessment, however the services are not located close enough to the development for a flexible workforce.</p> <p>As a result, this has been assessed as a mixed positive and negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A transport assessment is required to review bus services and stops.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that no on-site businesses are proposed as part of the development.</i></li> <li>• <i>Assumed that existing facilities may be enhanced as a result of the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
5. Help deliver equality and access to all.	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<div style="display: flex; justify-content: center; align-items: center;"> <div style="background-color: #90EE90; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center;">+</div> </div>	<p><b>Likely Significant Effects</b></p> <p>The development of the site may help address deprivation inequalities through the provision of affordable housing. Based upon the proposed affordable housing policy, the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long-term contribution towards the need for affordable accommodation.</p> <p>The development is expected to increase the range of housing types available in the village of Elvington. It is also expected to include affordable housing to help meet demand in the area and support housing equality.</p> <p>It is not expected that new services will be included as part of the development, but local services already present in the village such as a supermarket are within an accessible distance of the site. The</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>existing facilities may also be upgraded as a result of the additional residents. Access to these facilities could be promoted by creating pedestrian and cycle routes to the village centre.</p> <p>Overall this has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Create pedestrian and cycle access routes to facilities in Elvington village.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that local services have the capacity to expand and be upgraded for new residents.</i></li> <li>• <i>Assumed that affordable housing would be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether the development will deliver additional new facilities.</i></li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The impact of additional vehicle journeys on village roads as a result of the development will require a technical assessment. There is the potential for congestion to arise in the village due to the additional traffic. Potential access into the development from existing estate roads also requires an assessment for suitability.</p> <p>The village facilities are within walking and cycling distance of the development which should encourage sustainable transport for short journeys. There are no cycle routes within 530m of the development which could be extended to the site.</p> <p>There are also no bus services or train stations accessible from the site which would limit the uptake of sustainable transport and would not support the reduction in car use.</p> <p>This has been assessed as having a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Undertake transport assessment for village roads and bus services.</i></li> <li>• <i>Include foot and cycle paths through the development and connect to any existing routes into the village.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The frequency and usage of bus services into York is not certain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<p style="text-align: center;">+      -</p>	<p><b>Likely Significant Effects</b></p> <p>An increase in greenhouse gas emissions is anticipated during construction due to an increase in HGV movements, energy consumption for construction, and the embodied carbon of materials.</p> <p>Once occupied, an increase in energy consumption in dwellings is also expected to contribute to increased greenhouse gas emissions. Additional non-sustainable journeys made by residents would also contribute to increased emissions in the longer term.</p> <p>There is also the potential to include renewable energy in the development such as solar power, solar thermal or ground source heat pumps. The site should maximise the use of any renewable sources in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect is therefore anticipated for climate change.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impacts resulting from trip generation to services, facilities etc is currently uncertain and will be determined through the masterplanning of the site.</li> <li>The scale of renewable energy feasible on site is uncertain.</li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The Lower Derwent Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Special Area of Conservation (SAC) is located within 500m of the site. The area is designated due to the freshwater habitats and flood meadows.</p> <p>A green lane and hedgerows are present on site. These should be retained to maintain ecological connectivity. The loss of greenfield land on site also has the potential to result in a loss of habitat.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Phase 1 habitat and hedge survey would be required, including survey for barn owls.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li><i>Hedgerows and the green lane should be retained on site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>Re-use previously developed land;</li> <li>Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>Protect or enhance allotments;</li> <li>Safeguard mineral resources and encourage their efficient use.</li> </ul>	--	<p><b>Likely Significant Effects</b></p> <p>The site comprises of Grade 3 greenfield agricultural land, so its development would result in the loss of versatile arable land. It would not involve the reuse of previously developed land.</p> <p>There are no known concerns regarding ground contamination, however an assessment would be required to assess conditions, and potential remedial work.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>Any identified ground contamination would be remediated prior to completion of the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>It is uncertain whether contamination is present on site.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>There are no notable water bodies within 30m of the site, so negative effects are not expected from construction works or the completed development.</p> <p>The increase in local population is expected to increase the demand on water resources, which has the potential for a negative effect on water quality. Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>Customer water efficiency measures which could be incorporated on the development include water metering, water harvesting and the regulation of tap and shower flows. Implementation of efficiency measures has the potential to result in a reduction of per capita water consumption, however the uptake of these measures is not yet known.</p> <p>Overall this has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p> <p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation, offset to some extent with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and any possible remediation is unknown.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>During the construction phase, an increase in air emissions is anticipated from additional HGV movements and the use of plant and equipment on site.</p> <p>The closest AQMA is over 500m from the site and is not expected to be affected by the development or additional traffic in the longer term. Minor deterioration of local air quality may occur due to extra vehicle journeys and potential congestion.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Inclusion of standard air quality requirements including electric vehicle recharging infrastructure.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>The site is located in flood zone 1, which is an area identified at low risk of flooding.</p> <p>Sustainable drainage systems (SUDs) should be incorporated into the development to help manage surface water flows and avoid contributing to flood risk. As a greenfield site, runoff rates must not exceed 1.4l/sec/ha.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>The development has been assessed as having a minor positive effect on flood risk.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that surface water management features will be incorporated into the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>n/a</i></li> </ul>
<p>14. Conserve or enhance York's historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development would have a detrimental impact on the compactness of the village of Elvington. The village has so far expanded approximately along the line of Elvington Lane. A large expansion westwards would compromise the shape and character of the existing village, and materially affect the character of the western boundary of the village.</p> <p>The site is currently vacant and inappropriate scale or low quality architecture or craftsmanship would have a detrimental impact on the architectural legacy and character of Elvington.</p> <p>Development may have a negative impact upon the setting of the Grade II listed building The Grange on Church Lane and the character of Church Lane.</p> <p>Ridge and furrow of unknown condition is noted from historic aerial photographs across part of the site. The site also contains a legible historic strip field pattern forming part of the village setting.</p> <p>Development will have a detrimental impact on any surviving archaeological deposits which may relate to the agricultural practices of the original village and its landscape features.</p> <p>Overall this has been assessed as a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>It is assumed that archaeological remains are still present on site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The quality of proposed architecture and craftsmanship for the residences is uncertain.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>The condition of the ridge and furrow on site is unknown.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The proposed development site forms part of the open countryside and rural setting of the village. Development would remove an element of this rural setting and would have a negative effect on the character of the western boundary of the village particularly approaching from the southeast.</p> <p>The site contains field pattern and hedges which forms part of the village setting. Development would have a detrimental impact upon this significant feature.</p> <p>Development would also have a visual impact of a significant number of residential receptors and Public Rights of Way.</p> <p>This has been assessed as having the potential for a minor negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A landscape appraisal of landscape character/features and visual impact is required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
<p>Significant positive effects have been identified against objective 1 (housing) due to the contribution towards meeting housing needs and objective 2 (health) as a result of access to existing areas of open space and the promotion of a healthier lifestyle. A significant negative effect has been recorded against objective 9 (land use) due to the loss of arable land.</p> <p>Objective 3 (education and training) was assessed as a minor positive effect due to the proximity of primary schools and the support for trade skills. A minor positive effect was also recorded for objective 5 (equality) as a result of the inclusion of affordable housing and existing accessible facilities in the local village and for objective 13 (flooding) due to the low flood risk and expected uptake of sustainable drainage systems.</p> <p>Minor negative effects were recorded for objective 2 as a result of short term construction disturbance, objective 6 (travel) due to the lack of sustainable transport infrastructure and additional traffic generation, and objective 8 (biodiversity) due to the proximity of nationally and internationally designated sites. Objective 10 (water) was assessed as a minor negative effect due to potential reductions in quality for local water resources due to increased demand, as was objective 11 (waste) due to the increase in waste generation. A minor negative effect was also recorded for objective 12 (air quality) due to increased congestion and the associated reduction in air quality, and objectives 14 (cultural heritage) and 15 (landscape) due to the potential impact on the setting of the village and heritage assets and views.</p> <p>A mixed minor positive and negative effect was determined for objective 4 (jobs) due to the short term creation of construction jobs and the lack of flexible travel options for the local workforce, and objective 7 (greenhouse gases) due to the potential to increase renewable energy generation on site and the increase in greenhouse gas emissions as a result of the development.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development, and the condition of archaeological features on site.</p>			

## Site 790- Northfield, North Knapton

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The site is a large, 33.5 ha, Greenfield site on the eastern edge of York adjacent to A1237 and Broughbridge Road. Northfield, North Knapton is forecast to provide 704 dwellings. 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> <p>Based upon the proposed affordable housing policy (H9), the site would have a target to provide 35% affordable dwellings of mixed tenure on site which would make a long term contribution towards the need for affordable accommodation.</p> <p>Some local facilities and services are available within proximity of the site, which would be positive in the short-term but given its size, further facilities will need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term.</p> <p>In terms of opensapce, this would need to be provided on site as there will be a strong need for additional open space/sports provision on site.</p> <p>Overall, this site has been assessed as having a permanent significant positive effect on this objective in the long-term, due to scale of the development, number of homes in an area of need.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon the viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> <li>• <i>The levels and type of community facilities that will be required</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>Improve access to open space / multi-functional open space;</li> <li>Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>Improves access to healthcare;</li> <li>Provides or promotes safety and security for residents;</li> <li>Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	+	-	<p>Likely Significant Effects</p> <p>Short-term construction noise has the potential to impact existing residents, although this would be temporary. In the longer term, a noise assessment would be required, as the site is in close proximity to the A1237 and the A59, which has the potential to adversely affect new housing.</p> <p>The site is adjacent to existing business and residential areas. It is likely that there will be impacts on these neighbouring uses for the duration of the construction period. This is likely to be commensurate with the proximity/location of the development on site. However, the impacts of this are uncertain as it is likely to depend on the implementation phasing and construction methods.</p> <p>Similarly there could be an impact on air quality, habitable rooms may need to be orientated away from the road, but also the increase in traffic from the proposed development could have an impact on health through air quality on a localised level.</p> <p>The development of sites would be subject to policies within the Local Plan regarding provision of on-site open space, provision of community facilities, consideration for green infrastructure and sustainable travel modes.</p> <p>Whilst there is some access to existing open space (including Natural and Semi- Natural Open space, Amenity Space, Outdoor Sports Provision and Allotments), Any development would require the inclusion of open space for recreational purposes commensurate with the number of dwellings/population anticipated on site to encourage healthy lifestyles. In order to achieve a long-term positive impact a variety of open space types would need to be designed into any development scheme to encourage a range of outdoor activities in a safe, local environment.</p> <p>This development should support walking and cycling within the site and given its suburban location it should connect to any existing routes within the vicinity to create sustainable pathways to existing neighbourhoods/facilities, which are located adjacent to the site.</p> <p>There are no existing doctors within the 800m of the site.</p> <p>No land contamination issues have been identified on site, although there is a petrol station to the</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>NW corner of the site, so land contamination could be present and assessments will be required..</p> <p>The site is currently located adjacent to a A1237 and the A59, there would be a need to ensure the safety of residents in masterplanning the development.</p> <p>On balance, it is anticipated that the impacts are likely to be mixed positive and minor n the medium to long-term as the facilities and openspace are developed and assessments concluded and mitigation measures implemented..</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A land contamination assessment and a noise assessment should be conducted and The strategies should be implemented accordingly.</i></li> <li>• <i>Development of facilities needs to be undertaken throughout the phasing of the site to ensure adequate provision for new residents.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Preliminary investigations on the site for contamination and noise will be remediated through agreed strategies with the Council and Environment Agency.</i></li> <li>• <i>Open space and sports provision will be included in the development</i></li> <li>• <i>There will be a cycle path that link to the current network.</i></li> <li>• <i>Adequate safety measures will be in place in relation to the A1237 and A51</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level and type of open space will be subject to masterplanning.</i></li> <li>• <i>Impact, if any of land contamination from the petrol station.</i></li> <li>• <i>If healthcare facilities would need to be included as part of any development.</i></li> <li>• <i>Impact of noise on the development</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></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 and avoid increased pressure on existing facilities. This would be subject to policies set out within the Local Plan requiring educational provision.</p> <p>Part of the site has a primary school accessible within 800m and a nursery within 400m. There are no secondary schools or higher education within this distance from the development.</p> <p>The capacity of the nearby schools to accept additional children would need to be determined.</p> <p>There would be construction and associated trade jobs required on site for the duration of construction works. This would have positive impacts in the short-medium term. The level of training and skills development in associated industries would be dependent upon market forces. There could also be a minor positive effect in relation to job creation from the provision of other new facilities and retail.</p> <p>It is anticipated that this should have a positive impact on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Provision of educational facilities would be in line with policy ED6 of the Local Plan.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of students and their educational needs will only be fully determined upon the developments completion and occupation.</i></li> <li>• <i>It is uncertain whether existing schools have capacity for new students or whether additional facilities would be required for the development.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>In the short to medium term, temporary construction jobs are expected to be generated through the development of the site. If community facilities or shops are included in the development, then there may also be the long term generation of a small number of jobs on the development.</p> <p>Northminster business park is very closely located to the proposed development, on the opposite side of the A1237. The development may support for the local workforce and therefore support York's local economy.</p> <p>There are bus routes and Cycle Paths into York city centre which would also contribute to a flexible workforce with low carbon travel options. Poppleton train station is also approximately a mile from the development, with regular trains into York, which would also support this objective.</p> <p>This has been assessed as a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>Assumed that community shops or facilities would be included in the development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The number of construction and associated jobs to be provided as well as their timescales is uncertain and will be dependent upon the works on-site.</i></li> </ul>
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>Based upon the current affordable housing policy, the site would need to provide 35% affordable dwellings of mixed tenure on site. This would make a significant positive contribution towards this objective in the long-term in meeting the identified affordable housing need, reducing homelessness and supporting equal access to housing.</p> <p>The site is currently located adjacent to the A1237 and the A51, there would be a need to ensure the safety of residents in masterplanning the development.</p> <p>The inclusion of retail units and community services would provide very accessible local services and facilities. Within 400m of the site there is access to a supermarket, openspace and a nursery. With the site being partially with 800m of a primary school. . There is good access to York via bus routes, cyclepaths, roads and railways.</p> <p>Overall this has been assessed as having a significant positive effect on equality and access.</p>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
				<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new services and facilities would be included within the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The facilities and services provided will be subject to masterplanning and occupation following development.</li> </ul>
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>There is potential for significant access issues to the development and a large increase in car use, which could result in congestion at the site. The close proximity to the A1237 outer ring road and A59 is also expected to exacerbate congestion in the area, particularly at peak times.</p> <p>Sustainable travel should be promoted through the inclusion of new cycle and foot paths, with links to existing routes. There are frequent bus services into the city centre within 400m of the development. Poppleton train station is accessible within a 15 minute walk or 5 minute cycle, which may help reduce car use for journeys into the city. A park and ride is being developed near to the site, however this is not directly accessible from the development.</p> <p>As a result, this has been assessed as a mixed positive and negative effect against this objective due to the opportunities for sustainable travel and increased congestion.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>A transport assessment and travel plan would be required for the development.</li> <li>Sustainable transport links to existing pedestrian and cycle routes should be included.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The behaviour of future occupiers and their travel needs.</li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.</p>	<ul style="list-style-type: none"> <li>Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>Plan or implement adaptation measures for the likely effects of climate change;</li> <li>Provide and develop energy from renewable, low and</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>A short-term increase in HGV movements, energy consumption and the embodied carbon of materials is expected to contribute to an increase in greenhouse gas emission during the construction stage.</p> <p>Once occupied, the increase in residential energy consumption will cause a rise in greenhouse gas</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>zero carbon technologies;</p> <ul style="list-style-type: none"> <li>Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>Adhere to the principles of the energy hierarchy.</li> </ul>	<p style="text-align: center;">-</p>	<p>emissions. In addition, emissions will also be generated from the extra traffic arising from the development.</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. The design and construction of buildings will be subject to building regulations which will require increasingly higher levels of sustainability to meet Government progress towards emissions. The site should maximise the use of any renewable sources such as solar power, solar thermal or ground source heat pumps in order to contribute further to this objective, which could be demonstrated through a sustainability and low carbon strategy for the development.</p> <p>A mixed positive and negative effect has been determined for this objective due to the increase in greenhouse gas emissions and potential for renewable energy mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The residential buildings will conform to Part L of the building regulations to ensure that dwellings are low carbon.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The scale of inclusion of renewable energy sources in the development is uncertain</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.</p>	<ul style="list-style-type: none"> <li>Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>Protect and enhance locally important nature conservation sites (SINCs);</li> <li>Create new areas or site of bio-diversity / geodiversity value;</li> <li>Improve connectivity of green infrastructure and the natural environment;</li> <li>Provide opportunities for people to access the natural environment.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>The site is an area of agricultural Greenfield land and wildlife is expected to be present on site. The retention of a green buffer along the edge of the development would be important to maintain ecological linkages. Wildlife including occasional skylarks have been recorded on site.</p> <p>There are no nationally or internationally designated sites adjacent to the development.</p> <p>This would constitute a loss of a Greenfield site which would have supported species and enhanced connectivity has been assessed as a minor negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The green buffer between existing developments and the ring road should be retained as a wildlife corridor.</i></li> <li><i>A full Green Infrastructure Plan for the development should be developed, incorporating open space and a biodiversity management plan.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>• <b>Assumptions</b></li> <li>• <i>n/a</i></li> <li>• <b>Uncertainties</b></li> <li>• <i>n/a</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>The site is a Greenfield area of classified Grade 1, 2 and 3a agricultural land. Development would result in the loss of the best and most versatile land, and would not result in the reuse of previously developed land.</p> <p>There is the potential for land contamination to be present on site due to a petrol station located to the north west corner of the development. An assessment of ground conditions and any necessary remediation would be required in advance of development.</p> <p>No effects on allotments or mineral resources are anticipated.</p> <p>Development of the site is expected to result in a significant negative effect against this objective due to the loss of agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An assessment of land quality and any identified remedial work would be necessary.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that any identified land contamination would be remediated prior to development.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>It is uncertain whether contamination is present on site.</i></li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>There is a waterbody on site, which would need to be taken into consideration during development. The site is not located within a Source Protection Zone.</p> <p>An increase in population will have an inevitable negative impact on water usage and consumption.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>Yorkshire Water's Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water's area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</p> <p>The overall increase in water consumption from the new dwellings and the fact that there is a waterbody on site has resulted in this being assessed as having a significant negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li><i>The design and layout of the site, sustainable drainage systems and incorporation of water efficiency measures such as rainwater harvesting would help reduce negative effects on water resources and quality.</i></li> <li><i>Appropriate management of the waterbody on site</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li><i>The waterbody will not impact the development of the site</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li><i>The uptake of water efficiency measures is not yet known.</i></li> <li><i>The impact of the waterbody on development</i></li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>Construction activities would result in the generation of waste, some of which may be disposed of to landfill. Appropriate waste management during construction could support the reuse and recovery of various waste streams. Take back schemes during construction could also help promote resource efficiency.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>The occupants of the new dwellings will also give rise to additional waste generation. Waste reduction and recycling should be promoted on site to reduce the overall impact.</p> <p>Due to the increases in waste generation with opportunities to increase reuse and recycling, a minor negative effect is anticipated for this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Waste arising from construction activities and any remediation of the site should be processed according to the waste hierarchy as far as possible, and any opportunities for reuse or recycling utilised.</li> <li>The site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste processed during the construction and remediation phases is uncertain.</li> </ul>
12. Improve air quality.	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality;</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The development is over 500m from the nearest AQMA. No effects on the AQMA are anticipated.</p> <p>Due to the increase in traffic movements and local congestion, a localised reduction in air quality is expected. Residents may also be exposed to poor air quality due to the close proximity of the existing A1237 and A59. Consideration to the site design will need to be given to ensure that residences are set back from the carriageway and habitable rooms are orientated away from the roads where necessary.</p> <p>Proposals for development of the site should adhere to policies within the Local Plan to mitigate impacts on air quality through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel/non-car modes of travel, particularly for short journeys. Incorporating services and facilities within the site should help to ensure local provision within a short distance. Also, the site masterplanning will need to demonstrate that pedestrian and cycle paths are incorporated to help encourage walking and cycling.</p> <p>Despite the presence of some opportunities for the promotion of sustainable travel, a significant increase in car use and local congestion is expected.</p> <p>This has been assessed as having a minor negative effect on this objective.</p> <p><b>Mitigation</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>An air quality assessment would be required for the development.</li> <li>Residences should be set back from the carriageways and habitable rooms orientated away from the roads where necessary.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Assumed that the development will adhere to air quality policies in the Local Plan.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale of additional vehicle emissions and uptake of sustainable transport is not certain.</li> </ul>
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>Reduce risk of flooding;</li> <li>Ensure development location and design does not negatively impact on flood risk;</li> <li>Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The development is located in an area identified as being at very low risk of flooding. Surface water management techniques such as sustainable drainage systems (SUDs) should be incorporated into the development in line with Local Plan policy FR2. The site also must not allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3. As a Greenfield site, run off must not exceed 1.4 l/sec/ha.</p> <p>For the above reasons, the site has been assessed as having a minor positive effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to mitigate surface water issues, the site should incorporate SUDs and other surface water management techniques.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that surface water management features will be incorporated into the development.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>n/a</li> </ul>

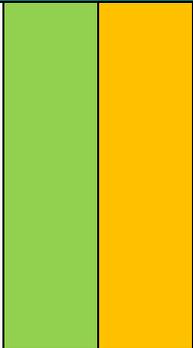
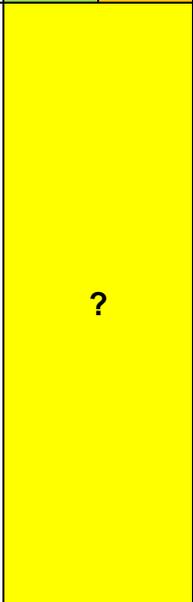
SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The development of this site has the potential for a detrimental impact upon the compactness of Knapton and York. It would also impact upon the setting and original linear form of Knapton.</p> <p>Inappropriate scale or low quality architecture/craftsmanship will have a detrimental impact on the architectural legacy and character of Knapton and York.</p> <p>There is the potential for ridge and furrow to exist on part of the site, however the condition is unknown. Ditches and pits have been recorded from aerial photographs across the site.</p> <p>The site of a historic anti-aircraft battery is located within the proposed development area, and several field boundaries remain which date to at least the mid 19th century. Development will have a detrimental impact on any surviving archaeological deposits or historic landscape features.</p> <p>This has been assessed as having a minor negative effect against this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Archaeological assessment and evaluation will be required.</li> <li>Further setting, architectural and craftsmanship analysis and mitigation would be required.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that archaeological remains are still present on site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The condition of ridge and furrow on site is not certain.</li> <li>The quality of proposed architecture and craftsmanship for the residences is uncertain.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>This site contributes to the open countryside and rural setting of York when viewed from the A1237 and A59. Its development will reduce the open countryside between the ring road and the urban fringes and will adversely affect the rural views towards the city. However, the rural character of the adjacent land towards the north-west of the ring road (looking away from the city centre) has already been removed by the creation of North Minster Business Park.</p> <p>The proposed development area impinges upon an area which prevents coalescence between Knapton and York. Development here would impact on the relationship between the village and the city by removing the land that separates the two.</p> <p>The setting of Knapton will be negatively affected by development of this site which would remove the open land previously associated with the village.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city.</p> <p>This has been assessed as a significant negative effect.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Further landscape assessment and mitigating measures are required.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>n/a</i></li> </ul>
<p><b>Summary</b></p> <p>Significant positive effects were recorded against objective 1 (housing) due to the number of new dwellings, objective 5 (equality) due to the inclusion of affordable housing and accessibility of new facilities on the development and objective 6 (transport) due to the promotion of sustainable travel options. Objective 6 was recorded with a mixed effect, and was also assessed as a significant negative effect due to the exacerbation of congestion.</p> <p>A significant negative effect was identified for objective 9 (land use) due to the loss of classified agricultural land and the potential for land contamination, objective 10 (water efficiency) as there is a waterbody on site due to expected local reductions in water quality due to increased demand. This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city. As a result, significant negative effects have been recorded against Objective 15.</p> <p>Objective 4 (jobs) has been assessed as a minor positive effect due to the generation of short term construction jobs and proximity to employment opportunities, as has objective 13 (flooding) as a result of the low flood risk on site and incorporation of sustainable drainage systems. A minor negative effect was identified against objective 8 (biodiversity) due to the loss of a greenfield site which would have supported species and enhanced connectivity, objective 11 (waste) as a result of increased waste generation and objective 12 (air quality) due to local deterioration in air quality as a result of increased congestion. A minor negative effect was also recorded for objectives 14 (cultural heritage) due to the impact on historical features on site.</p> <p>A mixed minor positive and negative effect was recorded against objective 2 (health) due to the access to open space and healthy lifestyle opportunities and the short and long term potential for noise disturbance. Objective 3 (education and training) was recorded as a mixed minor effect due to the development of trade skill during construction and the lack of accessible secondary school and nursery, in addition to objective 7 (climate change) due to the potential to increase renewable energy and the increase in greenhouse gas emissions.</p> <p>There are uncertainties over whether any new facilities would be included in the development, the level and type of open space and renewable energy generation to be included in the development, and the condition of archaeological features on site.</p>			

## Site 791- Land at Askham Lane

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>1. To meet the diverse housing needs of the population in a sustainable way.</p>	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The site is 1.3 ha, Greenfield site on the western edge of York adjacent to Askham Lane. The site is forecast to provide 42 dwellings. 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 extension to the existing neighbourhood to be created.</p> <p>Some local facilities and services are available within proximity of the site, which would be positive in the short-term but given its size, further facilities will need to be provided commensurate to the scale of population to ensure that adequate provision is available in the medium to long-term.</p> <p>In terms of open space/sports provision to cater for the additional population which would result from the development of this site for housing.</p> <p>Overall, this site has been assessed as having a permanent positive effect on this objective in the long-term, due to the fact that this site would make an important contribution to meeting housing need across York through the provision of up to 42 dwellings on this site</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Phasing of development should include the provision of facilities to ensure the population is provided for.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The number of dwellings is based upon viability assumptions within the Viability Evidence Base.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The final number of homes and housing mix developed on this site will be subject to masterplanning and an associated planning application.</i></li> <li>• <i>The levels and type of community facilities that may be required can only be determined at the detailed planning application stage.</i></li> </ul>

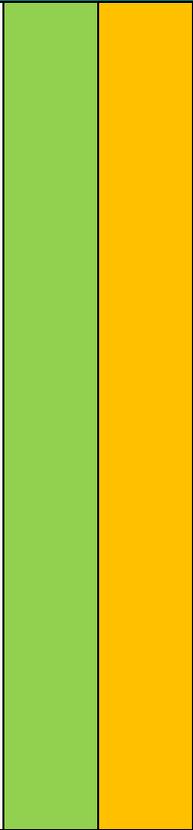
SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>2. Improve the health and well-being of York's population.</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to openspace / multi-functional openspace;</li> <li>• Promotes a healthier lifestyle through access to leisure opportunities (walking / cycling);</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>The development of housing sites will be subject to policies with the Local Plan regarding the provision of on-site openspace, provision of community facilities, consideration for green infrastructure and sustainable travel modes, all of which would have associated positive health effects.</p> <p>The site is currently within agricultural use and therefore does not have formally designated openspace. This site would be required to include openspace for a range of recreational purposes through policy GI6 which should have a positive benefit on the health and well-being of residents. The scale of this provision will need to be commensurate to the new population that would live in the housing developed on this site and be accessible for all within an appropriate distance to maximise benefits associated with its provision. It should form part of a site-wide green infrastructure strategy to maximise synergistic benefits of connected space. Further formal openspace should be phased into development to ensure that people have access to openspace during the course of the development.</p> <p>There is an existing sports and leisure club (Acorn ARL) which is located in close proximity to the east of the site which would be available to future occupants of housing on this site. Use of this facility would help to improve health and well being and have positive effects on this objective.</p> <p>There are no air quality issues in the vicinity of the site; the nearest Air Quality Management Area (AQMA) is some distance to the east of the proposed development site at Fulford. There may be new risks for exposure to poor air quality should the development of housing on this site extend to being adjacent to the A1237. There could also be a risk of noise issues from the A1237 for occupants once housing built.</p> <p>There could also be noise impacts from the construction period (through increased trips and noise connected with HGV's and construction vehicles) which could be an issue for the existing neighbouring residential areas which border this site. Any impact is likely to be commensurate with the proximity/location of the development on site and would depend on the implementation, phasing and construction methods.</p> <p>On balance, this objective has been identified as having potentially positive and negative impacts subject to more detailed masterplanning and resolution of any air quality and noise issues.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Development should be set back from the A1237 to minimise adverse impacts in relation to noise and air quality.</i></li> <li>• <i>Sustainable travel behaviour should be encouraged to minimise emissions as a result of increase vehicle use.</i></li> <li>• <i>A range of assessments would be required as part of any detailed development proposals for the</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>site including air quality and noise assessments.</p> <ul style="list-style-type: none"> <li>Development of facilities and openspace need to be undertaken throughout the phasing of the site to ensure adequate provision for new residents. Any facilities provided should be within close proximity to ensure accessibility for all.</li> <li>The green infrastructure strategy for the site should incorporate and link openspace across the site with existing PRow in the surrounding area.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of noise and air quality issues as a result of occupation of the site.</li> </ul>
<p>3. Improve education, skills development and training for an effective workforce.</p>	<ul style="list-style-type: none"> <li>Provide good education and training opportunities for all;</li> <li>Support existing higher and further educational establishments for continued success;</li> <li>Provide good quality employment opportunities available to all.</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>The site is within 400-800m of a nursery. There is currently access to primary provision within approximately 400-800m. However, further provision may need to be made depending on the schools capacity to accommodate new pupils. This is likely to be available at Woodthorpe Primary school and there are also other primary schools at Dringhouses and Copmanthorpe which are in close proximity to the site. There are no secondary schools in the immediate vicinity of the site. The nearest secondary education facility is York college to the South East of the site. Access to secondary education would need to be connected via sustainable transport routes.</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.</p> <p>There may be training / skills development / employment opportunities as part of the development of housing on this site. However, the extent of any opportunities and associated positive effects would depend upon the approach taken by house builders and construction companies in the development of the site.</p> <p>Overall effects on this objective are considered to be uncertain in the short, medium and long term due to the lack of secondary education facilities in the immediate vicinity of the site and the uncertainty over whether the development of housing on this site would provide employment / training opportunities for local people.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Adequate provision for educational needs should be planned and phased alongside residential development to ensure that this is accessible to the new residents during the course of</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><i>development.</i></p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>List any assumptions used in the appraisal here.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which there would be any skills development / training / employment opportunities associated with the development of housing on this site would depend upon the approach taken by house builders and construction companies.</li> </ul>
<p>4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.</p>	<ul style="list-style-type: none"> <li>Help deliver conditions for business success and investment;</li> <li>Deliver a flexible and relevant workforce for the future;</li> <li>Deliver and promote stable economic growth;</li> <li>Enhance the city centre and its opportunities for business and leisure;</li> <li>Provide the appropriate infrastructure for economic growth;</li> <li>Support existing employment drivers;</li> <li>Promote a low carbon economy.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>The development of new housing on this site would add to the existing population in this area and help to increase the local workforce in this area. As the surrounding area to the site is largely residential it is anticipated that the majority of people living in this location would commute to alternative locations to work.</p> <p>There would be construction and associated trade jobs required for the duration of construction works associated with the development of housing on this site. However, the level of job opportunities and training and skills development in associated industries would be dependent upon market forces and the approach taken by house builders and construction companies. A small number of jobs may be created through the development of community facilities, depending on the type of facility at this location.</p> <p>Notwithstanding the element of uncertainty around the potential benefits for local people from construction jobs, there would be overall positive effects on this objective through the provision an additional workforce for the local economy.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which any job creation from the development of housing on this benefited the local workforce would depend upon the skills of the workforce and approach taken by house builders and construction companies. It is therefore uncertain at this stage the extent of any positive effects that there may be on this objective.</li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>5. Help deliver equality and access to all.</p>	<ul style="list-style-type: none"> <li>• Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>• Provide accessible services and facilities for the local population;</li> <li>• Provide affordable housing to meet demand;</li> <li>• Help reduce homelessness;</li> <li>• Promote the safety and security for people and/or property.</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>There would be a requirement for approximately 35% of the homes on this site to be affordable through Policy H9 of the new Local Plan. This would help to meet the demand for affordable housing in York, which would also have positive effects in respect of reducing homelessness by increasing people’s chances of owning their own home.</p> <p>Currently the surrounding area to the site is largely residential there are community facilities within 400m of the site. There would be an opportunity to expand existing community facilities and there may be an opportunity as part of the masterplanning of this site to provide new community facilities. Any facilities identified would need to be developed in conjunction with the overall residential element to ensure its accessibility for residents. Establishing the facilities required on site would be through ongoing masterplanning and community engagement.</p> <p>Key to the sites success in meeting this objective will be accessibility improvement and the provision of sustainable transport routes to enable access for all. The development should maximise connectivity to sustainable transport as well as cycle paths and pedestrian linkages as far as practical.</p> <p>Overall, this site has been assessed as having a positive impact in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>The level of facilities and services provided is commensurate to the scale of the new population which would occupy the new dwellings on this site.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>The affordable housing ratio is as per the Publication (Submission) Local Pan and is viable.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>Any services and facilities provided on the site would be subject to masterplanning and occupation following development.</i></li> <li>• <i>The apportioned level and mix of affordable housing would be determined through masterplanning.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect		Commentary*
<p>6. Reduce the need to travel and deliver a sustainable integrated transport network.</p>	<ul style="list-style-type: none"> <li>• Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>• Deliver transport infrastructure which supports sustainable travel options;</li> <li>• Promote sustainable forms of travel;</li> <li>• Improve congestion.</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>There is a bus stop adjacent to the site on Foxwood Lane which has a high frequency bus service and a stop over the road in the other direction which is also high frequency. There would therefore be opportunities to use buses for residents living in housing developed on this site. York railway station is located to the North East of the site, though this is well over 800m away from the site.</p> <p>There are facilities within 800m (10 minutes walking time) of this site and there may be an opportunity to develop some small scale community facilities on the site. Given that this is an edge of settlement location, it is likely that people would need to travel to work and for large-scale convenience shopping as local provision is likely to only be of small scale. Access and travel by car is inevitable as part of this development. The site is bordered by existing road infrastructure to enable access on to the site. The scale of car usage and resultant effect is currently uncertain given that it depends upon supply and take-up of alternative modes of transport.</p> <p>On balance, it has been assessed that there are negative effects on this objective as increased car use would be inevitable, although it is acknowledged that in the long-term the inclusion and use of alternative travel modes and routes should help to minimise these effects in the long-term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A travel plan and transport assessment would need to be prepared as part of detailed proposals for the development of housing on this site to demonstrate how sustainable modes of transport would be used and how additional traffic generation would be managed.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that there would be a requirement for the provision of access to sustainable modes of transport as part of the development of housing on this site to help deliver a sustainable transport network.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of congestion as a result of this development and as a result of its occupation.</i></li> <li>• <i>There is some uncertainty around the extent to which there would be an uptake in use of public transport as opposed to use of private motor vehicles.</i></li> <li>• <i>The phasing and timescales for the appropriate infrastructure provision.</i></li> </ul>
<p>7. To minimise greenhouse gases that cause climate change and deliver</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects</li> </ul>	+	-	<p><b>Likely Significant Effects</b></p> <p>There would be an increase in greenhouse gas emissions during the construction of new housing on this site through an increase in HGV movements, energy consumption from construction and the embodied carbon of materials. However, any new housing developed would need to be built in</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>a managed response to its effects.</p>	<p>of climate change;</p> <ul style="list-style-type: none"> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy.</li> </ul>		<p>accordance with policies in the new Local Plan including Policy CC1 which requires that new developments will be required to incorporate renewable and low carbon sources of energy and energy efficiency. Policy CC2 requires that all new development will be expected to consider the principles of sustainable design and construction and to make carbon savings through reducing energy demand, using energy and other resources efficiently. Policy CC2 also requires that pre 2016; all new residential development should achieve Code for Sustainable Homes Level 4.</p> <p>The requirements of these policies would help to ensure that the development of housing on this site minimises greenhouse gas emissions and would have positive effects on this objective in the short, medium and long term.</p> <p>Inevitably though and once any new housing was developed on this site there would be an increase in car use and associated vehicle emissions (notwithstanding the requirements of policies in the Local Plan including requirements of Policy T1 and also for travel plans) which would score negatively in relation to greenhouse gas emissions.</p> <p>Overall this site has been assessed as having both a positive effect in relation to the requirements of Policies CC1 and CC2 and transport measures, but also a minor negative effect from increased vehicle emissions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A sustainability and low carbon strategy should be implemented across the site to help minimise and manage negative impacts towards climate change.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>New houses developed on this site would need to conform to Part L of the building regulations to ensure that dwellings are low carbon. An assumption is also made that development on this site would need to be carbon neutral post-2016.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>There may be an opportunity to include some small scale renewable technology (e.g. solar panels) as part of the development of this site. However this could only be determined at the detailed planning application stage and so it is uncertain what if any positive effects there may be on this objective from the development of this site.</i></li> </ul>
<p>8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora</p>	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation</li> </ul>		<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site and is grade 3a agricultural land. Clifton Blackies Local Nature Reserve is within 500m of the site. There are no other ecological designations in close proximity of the site. There are some existing trees and hedgerows on the site.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>and fauna for accessible high quality and connected natural environment.</p>	<p>sites (SINCs);</p> <ul style="list-style-type: none"> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	<p>--</p>	<p>There is an opportunity for this site to interconnect with the existing green corridors and integrate a scheme throughout the site to increase biodiversity and connectivity to the wider natural environment and therefore help to enhance biodiversity.</p> <p>At this stage the exact ecological value of the site is unknown. For this reason and the fact that there is an LNR within 500m of the site effects on this objective (notwithstanding potential for future ecological enhancements as part of the development of this site) are uncertain.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>An extended Phase 1 Habitat Survey of the site would be required in order to establish the exact ecological value of the site.</i></li> <li>• <i>Ecological enhancements should be provided as part of the development of housing on this site to help ensure positive effects on this objective.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The implementation timescale of any mitigation measures and their effectiveness in the long-term are uncertain. The scale and residual effects of development are therefore also uncertain.</i></li> </ul>
<p>9. Use land resources efficiently and safeguard their quality.</p>	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the best and most versatile agricultural land;</li> <li>• Protect or enhance allotments;</li> <li>• Safeguard mineral resources and encourage their efficient use.</li> </ul>	<p>--</p>	<p><b>Likely Significant Effects</b></p> <p>This is a greenfield site. It is predominantly grade 3a agricultural land, which signifies that it is good quality agricultural land. This would be a loss of the land type within this area and would therefore have a negative impact on this objective.</p> <p>However, and as part of the development of the site there will be a need to incorporate a variety of openspace and there may be an opportunity to include some space for allotments. This would have a positive effect on this objective in the medium to long-term, subject to further masterplanning and implementation and help to mitigate the loss of agricultural land.</p> <p>Overall and due to the loss of agricultural land the site is assessed as having a negative effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A full ground conditions survey would be required as part of proposals for the development of this site.</i></li> <li>• <i>Measures to safeguard soil quality as much as possible would be required as part of any permission to develop housing on this site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The scale and extent of any open space to be provided as part of this development is currently uncertain as such details can only be determined at the masterplanning stage.</li> </ul>
<p>10. Improve water efficiency and quality.</p>	<ul style="list-style-type: none"> <li>Conserve water resources and quality;</li> <li>Improve the quality of rivers and groundwaters.</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>An increase in population will have an inevitable negative impact on water usage and consumption. Yorkshire Water’s Water Resources Management Plan 2014 has weighed up the demand and supply of water for the forthcoming 25 years until 2039/40. The demand model has inbuilt assumptions regarding the projected population and households as well as the projected effects of climate change, leakage, implemented water efficiency measures and assumed new homes in accordance with the Code for Sustainable Homes. York lies within the Grid SWZ zone within Yorkshire Water’s area, which identifies a deficit between supply and demand from 2018/19 is 2.67Ml/d, increasing to 108.65Ml/d by 2039/40. A range of solutions are proposed to ultimately meet the forecast supply demand deficit in the Grid SWZ as well as development of existing or new assets. The options selected include leakage reduction, use of an existing river abstraction licence, three groundwater schemes and customer water efficiency. As the plan period stretches out, there is less certainty with regard to the mix of measures to be used and they are also likely to be revised in the next WRMP, to be adopted in 2019.</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 also mitigate impacts on this objective.</p> <p>The sustainability strategy accompanying a development proposal/masterplanning should demonstrate how measures to conserve water have been incorporated to ensure that development makes a positive contribution to this objective in the long-term. A preliminary sustainability strategy outline that any development would promote rainwater harvesting and grey water systems.</p> <p>Ultimately through design and the WRMP, the increase in demand should be accommodated but given the potential impacts, this has been assessed as having a negative impact on this objective given the uncertainty related to implementation of mitigation measures.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Water efficiency measures should be incorporated into the design and layout of the site to minimise use of resources.</li> </ul> <p><b>Assumptions</b></p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<ul style="list-style-type: none"> <li>Yorkshire draft Water Resources Management Plan (WRMP)(2013) delivers measures to minimise the deficit between demand and supply through their mitigation measures.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p>11. Reduce waste generation and increase level of reuse and recycling.</p>	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste;</li> <li>Promote and increase resource efficiency.</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>There would be an increase in the population from the development of housing on this site, which would have an inevitable impact on waste generation and therefore negative effects on this objective. However, Policy WM1 of the new Local Plan requires the integration of facilities for waste prevention, re-use, recycling, composting and recover in association with the planning, construction and occupation of new development for housing sites, which would help to offset the negative effects of an increase in waste generation.</p> <p>In addition this 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 housing on the site should be processed according to the waste hierarchy as far as possible.</p> <p>Overall the impacts of this site are likely to be negative in the short, medium and long term but there is an opportunity to offset part of this through the implementation of waste management and recycling schemes.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>In order to maximise the reuse of materials and minimise landfill waste, the site should be incorporated into the citywide recycling schemes and occupants be encouraged to recycle as much as possible.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that waste generated from this site would be processed according to the waste hierarchy during the construction and remediation phases of the development of housing on this site.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The level of waste which would be generated by the construction of new housing on this site is unknown and can only be determined at the detailed planning application stage.</li> </ul>
<p>12. Improve air quality.</p>	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions)</li> </ul>	<p style="text-align: center;">-</p>	<p><b>Likely Significant Effects</b></p> <p>This site will be subject to policies within the plan relating to air quality and the implementation of low emissions technologies as well as sustainable transport which should help to minimise vehicle use.</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
	<p>through low emission technologies and fuels);</p> <ul style="list-style-type: none"> <li>• Support the development of city wide low emission infrastructure;</li> <li>• Improve air quality in AQMAs and prevent new designations;</li> <li>• Avoid locating development where it could negatively impact on air quality;</li> <li>• Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>• Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>		<p>There are no air quality issues in the vicinity of the site; the nearest Air Quality Management Area (AQMA) is some distance to the east of this site at Fulford. There may be new risks for exposure to poor air quality should housing on this site be developed right up to the boundary with the A1237.</p> <p>In addition the site will need to promote low emission technologies and sustainable travel behaviour to minimise the amount of new potential sources of emissions. A full air quality assessment will be required to fully understand the likely impacts of the development of this site.</p> <p>It will be necessary for the site to encourage sustainable routes to encourage non-use of the car and low emission technologies. The implementation of suitable infrastructure and sustainable travel modes will be critical in influencing residents travel behaviour and the consequential impact on air quality. The infrastructure should be phased appropriately throughout the development to maximise positive impacts for this objective for the duration of the development.</p> <p>There are likely to be emissions relating to construction due to increased trips connected with HGVs and construction vehicles for the duration of the development. On this basis it is considered that there would be minor negative effects overall on this objective from the development of this site in the short, medium and long term.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>Sustainable travel behaviour should be encouraged to minimise emissions as a result of an increase vehicle use.</i></li> <li>• <i>Full air quality impact assessment is required.</i></li> <li>• <i>The site should develop a low emission strategy in line with other policies in the Plan.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The level of air quality issues as a result of occupation of the site.</i></li> <li>• <i>Masterplanning of the site and the potential exposure of residents to new sources of poor air quality or noise issues.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>13. Minimise flood risk and reduce the impact of flooding to people and property in York.</p>	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>This site is located within flood zone 1 and I therefore at low risk of fluvial flooding. Alongside policy requirements in the new Local Plan regarding surface water management / incorporation of SUDS there would be positive effects on this objective.</p> <p>This site is a greenfield site and would require a run-off rate of 1.4 l/sec/ha (in accordance with the SFRA). This should be accommodated through the incorporation of sustainable drainage (SUDs) techniques with enough land identified for this purpose. Where practicable, this could be co-located within multi-purpose openspace to minimise further flood risk as a result of any development.</p> <p>Overall and given that this site is not in an area of significant risk of flooding and potential to reduce risks of flooding through SUDS and management of surface water runoff it is considered that there would be minor positive effects on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>In order to mitigate surface water issues, the site is required to adhere to policy regarding surface water management and the incorporation of SUDs. Surface water run-off rates should be based on 1.4 l/sec/ha (in accordance with the SFRA). Further discussion with regards to the drainage strategy should be undertaken through the emerging masterplan to ensure an appropriate strategy is in place.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>It is assumed that SUDS and adherence to surface water rates would a requirement of any permission granted for the development of housing on this site.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<p>14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Promote or enhance local culture;</li> <li>Preserve or enhance designated and non-designated heritage assets and their setting;</li> <li>Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper.</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The Heritage Impact Assessment (HIA) noted that a possible Iron Age/Romano-British enclosure and associated ditches and pits are known in the western part of this site. Ridge and furrow is recorded across this area although the condition of this is unknown. Site investigations would therefore need to be undertaken and appropriate mitigation needed before this site could be developed for housing.</p> <p>The HIA also noted Acomb Grange is located nearby which formed part of the estate of St Leonard’s Hospital. St Leonard’s was the largest medieval hospital outside London. It is an unscheduled site of national importance. Development will have a detrimental impact on any surviving archaeological deposits or historic landscape features.</p> <p>In light of the above findings overall effects on this objective are therefore negative.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Given the findings of the HIA archaeological investigations of the site would need to be undertaken and appropriate mitigation devised if this site was developed.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Until detailed masterplanning of the site is undertaken it is uncertain whether there maybe any opportunities to conserve or enhance any archaeological finds of importance.</li> </ul>
<p>15. Protect and enhance York’s natural and built landscape.</p>	<ul style="list-style-type: none"> <li>Preserve or enhance the landscape including areas of landscape value;</li> <li>Protect or enhance geologically important sites;</li> <li>Promote high quality design in context with its urban and rural landscape and in line with the “landscape and Setting” within the Heritage Topic Paper.</li> </ul>	<p>- -</p>	<p><b>Likely Significant Effects</b></p> <p>This is an agricultural greenfield site and the landscape to the west of the site is predominantly agricultural land, with an existing urban settlement to the east of the site. The HIA undertaken for this site found that the development of this site would have a detrimental impact upon the compactness of York. There may also be an issue between the merger of new development with established/distinct estates such as Chapelfields. This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city.</p> <p>In general, the site will need to implement high quality design within its masterplanning to ensure that there is a positive outcome for architectural design. A poorly designed extension to this existing urban area or quality of building/craftsmanship could have minor harm on York in general. There is an opportunity however, for design to provide a distinctive urban extension that reflects York’s existing character whilst also creating an independent identity. In order to masterplan appropriately therefore, the existing urban settlement in the surrounding area needs to inform the design of the site (including</p>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
			<p>adherence to the design policies in the new local plan) alongside a full landscape strategy to ensure loss or minor harm is minimised.</p> <p>Overall and due to the fact that the HIA assessed this site as having negative effects, effects from the development of this site on this objective are considered to be negative.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• <i>A design statement and landscaping appraisal would be required as part of the development of housing on this site.</i></li> <li>• <i>Emerging masterplanning should incorporate the findings of the landscape appraisal to help minimise impacts in this location.</i></li> <li>• <i>Full archaeological surveys are completed and, where applicable, inform the landscape masterplan to ensure the integrity of any deposits on the site.</i></li> <li>• <i>Views are identified and continued to be planned into ongoing masterplanning of the site.</i></li> <li>• <i>High quality design and urban design is implemented to provide a distinctive place that reflects York's existing character whilst also ensuring a satisfactory urban extension in this location.</i></li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• <i>None identified.</i></li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• <i>The scale of effects will be determined through the masterplanning process and appropriate landscape strategy for this site.</i></li> </ul>

SA Objective	Sub-objective (Will the site...?):	Effect	Commentary*
<b>Summary</b>			
No significant positive effects have been identified.			
This site has been assessed as having positive effects on objectives 1, 4, 5 and 13. Development of this site would help to provide new housing to meet local need, including a percentage of affordable housing which would help to increase access to housing, and therefore have positive effects on objectives 1 and 5. Occupants of new housing developed on this site would add to the local workforce which would have positive effects on objective 4. The site is not in an area at risk of flooding and with potential to include SUDS and manage runoff as part of the development there would be minor positive effects on objective 13.			
Development of this site would have partially positive effects on objectives 2, 6 and 7. New open space would need to be provided as part of the detailed masterplanning for this site which would have associated positive health effects. Implementation of travel plans for this site and adherence to the transport policies in the new Local Plan would help to ensure use of sustainable modes of transport which would have positive effects on objective 6 and also 7 in relation to greenhouse gas emissions. At the same time however, there would be negative effects on these objectives given that there would be an increase in private vehicle use.			
Negative effects have been identified on objectives 10, 11 and 12 due to the fact that development of housing on this site would lead to loss of greenfield land, use of water resources, generation of waste and an increase in vehicle emissions with subsequent negative effects on air quality. Negative effects were also identified on objective 14 identified particularly due to the findings of the HIA.			
Significant negative effects have been identified on objective 9 due to the loss of a greenfield site and agricultural land, although this would be mitigated in the medium to long term by the provision of onsite open space, including the potential for allotments. This site is now designated within the Historic Character and Setting work (2014) as an area retaining the rural setting of the city and therefore now conflicts with the Spatial Strategy principles for shaping the city. Accordingly, significant negative effects have been recorded against Objective 15 (Landscape).			
Effects on objective 8 are uncertain due to the fact that the exact ecological value of the site is currently unknown and the fact that there is a Local Nature Reserve within 500m of the site. There could however be ecological enhancements of the site but this could not be determined until the detailed masterplanning / application stage. Similarly there could a range of other enhancements as part of the development of this site but such details could also only be determined at the masterplanning stage.			

**Key**

Symbol	Likely Effect on the SA Objective
++	The policy is likely to have a significant positive effect
+	The policy is likely to have a positive effect
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine effect
-	The policy is likely to have a negative effect
--	The policy is likely to have a significant negative effect



# **Appendix J**

## **Appraisal of Thematic Local Plan Policies**

**Table J.1 Effects of Economy and Retail Policies EC1-EC5 and R1-R4**

SA Objective	Economy and Retail										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail		
1. To meet the diverse housing needs of the population in a sustainable way.	+	+	0	0	+	+	0	0	+	0	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies EC1, EC2, EC5 and EC6 aims to create significant employment opportunities and support sustained economic growth in York. Given the mix of uses anticipated in the employment land provision of EC1, the existing conditions for growth in the city and the aims of the York Economic Strategy the economic policies within the Local Plan are likely to contribute to an increase in prosperity. This could both increase demand for new homes and increase people’s chances of owning their own home or advancing on the property ladder. Assuming the provision of a diversity of accommodation, anticipated in policies H3 and H4 is phased in a complementary manner to the demand fostered by these policies; overall the economic policies should have a positive effect upon this objective. Policy R3 has been appraised as having a positive effect due to its reference to Castle Piccadilly as an Opportunity Area which will be promoted for high quality mixed use development which will include residential uses.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>Phasing of delivery of a mixed types of housing is aligned with the increase in employment opportunities created by the provision of</p>

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	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail		
												employment land. <b>Uncertainties</b> None identified.
2. Improve the health and well-being of York's population.	+	++	0	0	+	+	0	0	0	0	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of Policy EC1 would help to increase the amount of employment land across York and create significant employment opportunities and help to provide the conditions for sustained economic growth across York. Policies EC5 and EC6 would help to increase economic growth and jobs. There is a strong evidence base showing that work is generally good for physical and mental health and well-being. Worklessness is associated with poorer physical and mental health and well-being. Full time work generally provides adequate income, essential for material well-being and full participation in today's society; it is also an important provider of social interaction. Policies that increase employment opportunities are therefore appraised as having a minor positive effect on this objective.</p> <p>Implementation of Policy EC2 would support growth in the health and social care sectors, ensuring the provision of good local healthcare and social care facilities of the right type and in the right locations. This would help to ensure that the health care provision across York was appropriate to current and future population needs and would have significant positive effects on maintaining and improving the health and well being of York's population.</p> <p>It is not considered that there is any direct link between policy EC3 and improving the health and well being of York's population and so impacts</p>

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												from this policy are considered to be neutral. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
3. Improve education, skills development and training for an effective workforce.	+	+	0	0	+	+	0	0	0	0	+	<b>Likely Significant Effects</b> Implementation of Policy EC1 would help to increase the amount of employment land across York and create significant employment opportunities across a number of uses. Whilst it will be dependent on the individual employment practices of any businesses that seek to locate at these sites, the policy creates the opportunity for a positive contribution to this objective. Implementation of Policy EC2 would contribute to economic growth in the health and social care sectors and would contribute to creating jobs in this sector. Whilst it will be dependent on the individual employment practices of any health and social sector employers that seek to locate at these sites, the policy creates the opportunity for a positive contribution to this objective. Implementation of policies EC5 and EC6 would increase growth of the tourism sector and the rural economy. Increases in the growth of these sectors of York's economy would help to generate employment opportunities and could also create training opportunities in these areas

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												<p>and improve skill levels. This would have positive effects upon this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	++	++	++	0	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Policy EC1 provides a mix of employment land uses aiming to create significant employment opportunities and support sustained economic growth in York. The range sites proposed have been identified to meet (and exceed) the projected workforce increase between 2013 and 2030. Oxford Economic Forecasting identified that the workforce would grow by some 13,550 over this timescale. Implementation of Policy EC2 would generate economic growth in the health and social care sectors and thereby contribute to creating jobs and delivering economic growth. These would make a significant positive contribution towards this objective.</p> <p>Implementation of Policy EC3 would help to ensure that any development proposals would not lead to the loss of a deliverable employment sites that that are necessary to meet employment needs during the plan. This will ensure that the forecast growth can be sustained and delivered and the measures in this policy would help to have significant positive effects on this objective.</p>

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	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail		<p>Policy EC4 has no clear relationship with this objective since it is concerned with controlling the effects of business and industrial uses in residential areas.</p> <p>Implementation of policy EC5 would help to ensure that tourism contributes to a diverse economy. This would help to create jobs and in turn deliver growth in the tourism sector of the economy and have significant positive effects on this objective. The measures in policy EC6 would help to sustain and diversify the rural economy and help to contribute to a sustainable and inclusive economy. This can be particularly important for rural communities which can sometimes be left behind in terms of economic growth.</p> <p>Implementation of Policy R1 would help to maintain and enhance the vitality and viability of city centre, district and neighbourhood centres. This would help to deliver economic growth in the retail sector of York's economy. Together with efforts in Policy R2 to have regard for the viability of centres when considering development proposals for town centre uses, there would be significant positive effects on this objective.</p> <p>Policy R3 seeks to support the vitality and viability of the city centre supporting the Castle Piccadilly Opportunity Area and supporting the reuse and reconfiguration of existing units to adapt to social and economic trends.</p> <p>Implementation Policy R4 would help to ensure that out of centre retailing is only permitted in specific circumstances and where it would not adversely impact on planned investment or vitality and viability in York City Centre/other centres. Such measures would help to safeguard investment in York and existing jobs in existing centres, all of which would have significant positive effects upon this objective.</p>

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	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail		
												<p>Overall the majority of these policies would have significant positive effects upon this objective in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
5. Help deliver equality and access to all.	++	++	0	0	0	++	++	++	+	0	++	<p><b>Likely Significant Effects</b></p> <p>The amount of, and locations of, employment land set out in Policy EC1 would help to increase job opportunities across York and therefore help to deliver quality and access in respect of job opportunities and have a significant positive effect on this objective.</p> <p>Implementation of policy EC2 would help to increase the amount of health and social care facilities in York. In turn this would help to increase access to health and social care (although this would be dependent on the facilities provided and their location), which could have positive effects on this objective.</p> <p>The measures in policy EC6 would help to sustain and diversify the rural economy and ensure that those living in rural communities benefit from access to new jobs and economic growth and ensure that there is not inequality in the growth of the economy of York.</p> <p>The retail hierarchy set out in Policy R1 would help to deliver equality and access for all through ensuring that services and facilities are located in</p>

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													existing centres, many of which will already be easily accessible to the population of York. The requirements in Policy R2 that regard would be had for enhancing the function, vitality and viability of the centres would help to ensure that there is even greater access to services for local communities in York which would also help to have significant positive effects on this objective. Measures included within Policy R3 which involve the improvements to the public realm provide the opportunity to enhance accessibility around the city centre. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+	-	++	0	0	++	0	++	++	++	++	++	<b>Likely Significant Effects</b> Implementation of Policy EC1 would lead to the creation of employment opportunities on employment sites of varying size and distribution across York. Consideration was given to sustainable location as part of the site selection process. The scale of change proposed within York up to 2030 will inevitably generate an increase in vehicles and vehicle movements above the existing baseline. In considering these policies, and in particular EC1, alongside the requirements of other policies in the plan, notably SS1 and T1, the effects upon this objective are considered to have the potential for positive and negative effects. Policy EC2 states how provision for economic growth in the health and social care sectors would

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Economy and Retail												
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												<p>be accommodated. This includes expansion on existing sites, any new health facilities required as part of strategic sites and provision for care homes on proposed housing allocations. Such requirements would help to ensure that new healthcare facilities are in sustainable locations and help to reduce the need to travel undue distances to gain access to health care provision.</p> <p>Policy EC5 supports the development of tourism in York as parts of efforts to contribute to a diverse economy. This policy support for new and improved business, conference and events facilities in York City Centre and the requirement that any new visitor locations are in locations easily accessible by a variety of transport modes would help to ensure any growth in transport demand can be accommodated within an integrated transport system.</p> <p>The retail hierarchy set out in Policy R1 would also help to reduce the need to travel through ensuring that services and facilities are located in existing locations, some of which are already well served by public transport. Through Policy R2 there is support for enhancing existing centres, this would help to strengthen the role of these centres and reduce the need for new areas of retail and services which may not be in accessible locations. The specific circumstances set out in Policy R4 would help to reduce the amount of new out of centre retail developments, thus reducing the need to travel to new locations which may not be in sustainable locations. Policy R3 is explicit in defining the City Centre as the primary retail destination, a role which will be supported by managing the provision of parking and public transport.</p> <p>Overall implementation of the majority of these policies, together with measures in other policies, for example Policy T2, would have significant positive effects on this objective. There would be positive effects in the</p>

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	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors		EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas		EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail					
																short, medium and long term. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.	
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	+	-	+	-	0	+	-	+	-	0	0	0	0	0	+	-	<b>Likely Significant Effects</b> Inevitably with the development of new employment uses there would be an increase in greenhouse gas emissions, associated with the construction activity (combining the effects from the embodied carbon in the construction materials as well as the emissions from construction traffic to and from the site). There could also be an increase in emissions associated with the energy consumption from the occupation of the new employment premises. Any new development facilitated by these policies will also need to be consistent with policy CC2 'Sustainable Design and Construction'. This requires all new development (through design, construction and subsequent use) to make carbon savings which will be consistent with this objective.  Inevitably with economic growth and new jobs there would be an increase in vehicle use associated with this growth, although this effect would be mitigated by the commitments on sustainable location, transport statements and Travel Plans. Any increase in vehicle movements and/or congestion could have adverse effects in relation to local air quality and

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	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail			
													<p>the emission of greenhouse gases from vehicle emissions.</p> <p>In consequence, whilst the direct effects of emissions from the new development will be considered to be minimal/ positive in regard to climate change, the indirect effects of any road travel associated with new development are considered to have a minor negative effect (in the case of EC1, EC2, EC4 and EC5).</p> <p><b>Mitigation</b></p> <p>The implementation of other policies in the plan (notable CC2, IN2 and IN7) will ensure that any adverse effects against this objective are minimised.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	?	?	?	?	?	?	?	?	?	?	?	?	<p><b>Likely Significant Effects</b></p> <p>The development of the new employment land outlined in Policy EC1 could have adverse impacts on green infrastructure, biodiversity, geodiversity, flora and fauna without appropriate safeguards or mitigation plans. Similarly new tourism or retail development outlined in some of the other policies could also have adverse effects on local biodiversity depending on its location and proximity to conservation sites. The site assessments undertaken of the employment site allocations found that many of the sites are not within close proximity of any sensitive ecological designations. However a number of the other sites are within 500m e.g.</p>

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												stage.
9. Use land resources efficiently and safeguard their quality.	0	+	+	0	0	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The provision of employment land set out in Policy EC1 includes expansion of some existing employment locations, which would help to reduce the amount of greenfield land from new sites that is required, which is reflected by the fact that almost 40% of economic development sites allocated are on brownfield land. However, almost 50% of sites allocated are on greenfield land which would score negatively and result in overall neutral effects.</p> <p>Economic growth in the health and social care sectors would be met through a variety of sources including expansion of existing sites and new sites which may be required in conjunction with strategic sites. This would help to reduce the amount of greenfield land from new sites that is required for health and social care facilities and thereby help to use land efficiently.</p> <p>Implementation of Policy EC3 would help to safeguard existing employment land from being lost to other uses. This would help to ensure that land allocated is used efficiently and would have positive effects upon this objective.</p> <p>The support through Policy EC6 for the diversification of York's rural economy would help to ensure that land resources in rural areas are used in an efficient way, which would have positive effects on this objective.</p> <p>Implementation of policies R1, R2 and R3 would help to strengthen then role of existing centres in York, in particular the City Centre, and therefore reduce the amount of new land required for new retail developments and</p>

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												<p>new centres for services. This would help to use land efficiently and have positive effects in the short, medium and long term.</p> <p>Implementation of policy R4 would help to limit the amount of out of centre retail developments and thereby help to focus retail in existing locations. This would help to limit the amount of new land required for retail development, and thereby use land more efficiently. This would have a minor positive effect on this objective for the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
10. Improve water efficiency and quality.	0	0	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>New employment development under EC1 could increase the demand for water resources overall (although it would depend on the nature of the employment use and whether for example new employment accommodation replaces old inefficient accommodation). However, such effects would be mitigated through use of policies such as CC2 'Sustainable Design and Construction'.</p> <p>In addition to the policies in this Plan, Yorkshire Water have produced a Water Resources Management Plan. This sets out how they will ensure supply meets demand for the 25 years from 2015/16 to 2039/40. It incorporates future pressures on water supply and demand due to</p>

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												<p>predicted changes to the climate. It also looks at future changes in population, housing, water use and metering trends in Yorkshire.</p> <p>Overall and in consideration of implementation of these policies alongside CC2 and wider measures including the Water Resources Plan highlighted above, and the fact that (as noted below) any improvements to water efficiency / quality can only be fully determined at the detailed planning application stage, overall effects on this objective are considered to be neutral.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> There could be opportunities to improve water efficiency as part of new economic developments, for example with the development of SUDS. However, any such improvements could only be determined at the detailed planning application stage, and so it is uncertain at this stage what positive effects there may be.</p>
11. Reduce waste generation and increase level of reuse and recycling.	0	0	0	0	0	0	+	+	0	0	+	<p><b>Likely Significant Effects</b> Implementation of policies EC1 – EC5 would help to generate economic growth in York and help to create new jobs. Ultimately this would lead to an increase in waste generation (both during the construction of the new developments and in their subsequent use) which would be inconsistent with this objective. However, other policies in the plan such as Policy</p>

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												<p>WM1 would help to mitigate the generation of waste and ensure no overall effects on this objective.</p> <p>Furthermore, York have developed a Joint Municipal Waste Management Strategy with North Yorkshire County Council and the District Councils within North Yorkshire for dealing with the area's rubbish for the next 20 to 25 years which would help to manage waste generation from new economic development. This strategy notes that with regards to municipal waste that the way that municipal waste is dealt with over the medium and long term will be determined by the letting of a long term integrated waste management contract and that targets under the landfill directive would be hard to meet. This further highlights the importance of the measures in Policy WM1.</p> <p>Implementation of the retail policies R1, R2 and R3 would help to consolidate the role and function of existing centres. This would help to reduce the need for new retail developments and waste generation associated with this. On this basis it is considered that Policies R1 and 2 would have positive effects on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

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12. Improve air quality.	-	-	0	-	-	0	0	0	-	0	-	<p><b>Likely Significant Effects</b></p> <p>New economic development could have an adverse impact on air quality in York. This could occur during construction of any new development, could be related to dust and particulate matter although such effects will be very localised. Depending on the nature of the business, there could be operational effects on local air quality, although any such emissions to air will be controlled by relevant environmental legislation enforced either by the Council or the Environment Agency. There could also be effects arising from an increase in vehicle use associated with the growth in employment and the associated vehicle emissions, although these effects would be mitigated to some extent by the commitments on sustainable location, transport statements and Travel Plans contained with the transport policies IN2 and IN8.</p> <p>In consequence, the indirect effects of any road travel associated with new development are considered to have a minor negative effect (in the case of EC1, EC2, EC4 and EC5).</p> <p>In addition it will be important to ensure that any new economic development does not exacerbate any problems in respect of York's current Air Quality Management Areas. These areas are around the inner ring road in York City Centre and separately at Fulford. Mitigation of policies in this plan, notably ENV1 amongst others would be required for any development in these areas to ensure that nitrogen dioxide concentrations are reduced. Sites such as St. Josephs Monastery, Former Citroen Garage and car park off Bishopthorpe Road have all been appraised negatively against this objective by virtue of their location within an AQMA. The Inner Ring Road AQMA includes access to/location of the city centre bus interchange locations. Therefore, whilst the City Centre</p>

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	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail		
												<p>remains accessible by a range of transport means, proposals which increase its role as a primary retail destination has the potential to maintain or exacerbate existing air quality problems.</p> <p><b>Mitigation</b></p> <p>The implementation of other policies in the plan (notable CC2, IN2 and IN7) will ensure that any adverse effects against this objective are minimised</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	0	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>New economic development could have an adverse impact on flood risk and increase risks of flooding to people and property if inappropriately sited or if no mitigation in place. The site appraisals undertaken of the economic development sites allocated found that the majority of the sites were not in flood risk zones 2 or 3. A handful of sites were found to be in areas at significant risk of flooding and so have been highlighted as having significant constraints to development.</p> <p>Furthermore it is considered that the commitments in Policy ENV4 and the fact that the majority of economic development sites are not in areas at risk of flooding should give confidence that the new development will not be subject to an increase in the risk of flooding or be the cause of any increased risk in flooding for existing development. However, whether</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Economy and Retail										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail		
												<p>there would be any effects in terms reducing the impact of flood risk would depend upon details determined at the planning application stage for any new sites.</p> <p>For the above reason it is considered that the implementation of these policies would have no overall significant effects upon this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> It is assumed that new economic development would be directed to areas at lowest risk of flooding, or would only be allowed in accordance with policies elsewhere in the plan dealing with flood risk including FR1.</p> <p><b>Uncertainties</b> None identified.</p>
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	?	?	0	0	?	?	0	0	0	0	?	<p><b>Likely Significant Effects</b></p> <p>New economic development in inappropriate locations could have adverse effects on York's historic environment and culture. The site appraisals undertaken of the sites allocated for economic development highlighted that a number of the sites would have no overall effects on this objective. However, several of the sites have been identified as having negative effects against this objective.</p> <p>There would be mitigation from other policies in the plan for any adverse effects, in particular through the design policies. However, until detailed design proposals for sites come forward the exact effects on this objective are uncertain from the implementation of policies EC1, EC2 and EC5.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Economy and Retail												
SA Objective	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail	Cumulative effect of the draft policies	Commentary on the effects of each policy*
												<p>The Heritage Impact Assessment (HIA) undertaken noted that for policy EC2 impacts would come from the scale and location of any development proposed and the implementation of policy as opposed to direct impacts from the policy. For policy EC3 the HIA noted that the likely effects of this policy are neutral although depending on their location, loss of employment use may impact on principle 1 and 6 where they contribute to York's character. Overall effects of the retail policies are considered to be neutral given that the role of existing centres will be strengthened and that new out of centre retail will be limited unless in very specific circumstances. These measures will help to limit the amount of new retail development and limit opportunities for any such development to have adverse effects on this objective, notwithstanding requirements of other policies in the plan. However, as identified within the HIA, concentrating town centre uses within the city centre will help to maintain the city's dense urban fabric.</p> <p><b>Mitigation</b></p> <p>Consideration could be given to referencing other policies in the plan (for example the placemaking and design policies) for Policy EC5 to help ensure that new tourism related development does not adversely impact on the historic environment of York.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>There may be opportunities for enhancements to York's historic environment as part of new economic, tourism or retail related development. However, this could only be fully determined at the detailed</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Economy and Retail										Cumulative effect of the draft policies	Commentary on the effects of each policy*	
	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail			
													planning application stage and so it is uncertain what if any positive effects there would be on this objective at this stage.
15. Protect and enhance York's natural and built landscape.	?	?	0	0	?	0	0	0	0	0	?	<p><b>Likely Significant Effects</b></p> <p>Economic growth and new tourism and retail developments could have adverse effects on York's natural and built environment without appropriate safeguards in place. The site appraisals undertaken of the sites allocated for economic development highlighted that whilst a significant number of the sites would have no overall effects on this objective, a few sites have been identified as having negative effects and a handful potentially significant negative effects on this objective.</p> <p>There would be mitigation from other policies in the plan for any adverse effects, in particular through the design policies. However, until detailed design proposals for sites come forward the exact effects on this objective are uncertain from the implementation of policies EC1, EC2 and EC5.</p> <p>Overall effects of the retail policies are considered to be neutral given that the role of existing centres will be strengthened and that new out of centre retail will be limited unless in very specific circumstances. These measures will help to limit the amount of new retail development and limit opportunities for any such development to have adverse effects on this objective, notwithstanding requirements of other policies in the plan</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b></p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Economy and Retail												
SA Objective	EC1 – Provision of Employment Land	EC2 – Economic Growth in the Health and Social Care Sectors	EC3 – Loss of Employment Land	EC4 – Business and Industrial Uses within Residential Areas	EC5 - Tourism	EC6 – Rural Economy	R1 – Retail Hierarchy and Thresholds	R2 – District, Local and Neighbourhood Centres	R3 – York City Centre Retail	R4 – Out of Town Centre Retail	Cumulative effect of the draft policies	Commentary on the effects of each policy*
												<p>None identified</p> <p><b>Uncertainties</b></p> <p>There may be opportunities for enhancements to York’s natural and built landscape as part of new economic, tourism or retail related development. However, this could only be fully determined at the detailed planning application stage and so it is uncertain what if any positive effects there would be on this objective at this stage.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Economy and Retail	Cumulative effect of the draft policies	Commentary on the effects of each policy*
	EC1 – Provision of Employment Land EC2 – Economic Growth in the Health and Social Care Sectors EC3 – Loss of Employment Land EC4 – Business and Industrial Uses within Residential Areas EC5 - Tourism EC6 – Rural Economy R1 – Retail Hierarchy and Thresholds R2 – District, Local and Neighbourhood Centres R3 – York City Centre Retail R4 – Out of Town Centre Retail		

**Summary**

Implementation of a number of the policies would have significant positive effects on a number of the objectives. In particular there would be significant positive effects on SA objectives 2, 4, 5 and 6. These policies would help to deliver economic growth and create new jobs. This will in turn raise levels of wealth which would help people to have an increased chance of owning their own home and would also have associated significant positive effects on the health of York's population.

Implementation of several of these policies would have positive effects in relation to using land efficiently. These policies will help to ensure that economic growth is met in part by existing locations for example expansion at York university campus and other existing employment locations, for growth in the health and social care sectors, and through strengthening the role of existing retail centres, all of which would help to reduce the amount of new land required for development. Implementation of policies R1 and R2 would help to consolidate the role and function of existing centres. This would help to reduce the need for new retail developments and waste generation associated with this and have positive effects in relation to SA objective 11.

It is considered that there will be no overall effects on objectives 10 and 13. Additionally the overall effects of the economic policies on objective 11 are considered to be neutral.

Uncertain effects have been identified on objectives 8, 14 and 15 due to the fact that the site appraisals have identified some sites as being in close proximity to sensitive ecological designations and other sites being flagged as having adverse effects in relation to objectives 14 and 15. Until detailed site development proposals come forward the exact effects of the implementation of these policies on this objective are uncertain, notwithstanding the requirements of other policies in the plan.

It is recommended for policy EC5 that consideration could be given to referencing other policies in the plan (for example the placemaking and design policies) in this policy to help ensure that new tourism related development does not adversely impact on the historic environment of York.

Negative and positive effects were identified on the climate change and air quality objectives due to the fact the reality of economic growth is an increase in vehicle use and so the indirect effects of any increases in road use and vehicle emissions associated with this growth is negative, however positive effects were also recorded through the adoption of mitigation measures including the preparation of travel plans and promoting new development to sustainable and accessible locations.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.2 Effects of Housing policies H1-H9**

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7– Student Housing	Policy H8– Houses in Multiple Occupation	Policy H9 – Affordable Housing			
1. To meet the diverse housing needs of the population in a sustainable way.	++	++	++	++	+	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of all of these policies would have significant positive effects on this objective in the short, medium and long term.</p> <p>Policy H1 would help to meet the housing requirement set out in Policy SS1 and complement the significant positive effects that the provision of over 16,980 new homes would have on this objective (figure includes NPPF buffer). This will meet the housing and community needs of York's current and future population, based on research completed by Arup. These figures also include a buffer required by the NPPF to address under delivery in the past to provide a realistic prospect of achieving the planned supply.</p> <p>Implementation of Policies H2, H3 and H4 will help to ensure that there is a good balance and mix of housing provided as part of new housing developments, which would be particularly important in meeting the housing needs of York. The evidence base identifies an increasingly complex housing market spatially and sectorally which demands policy which can respond positively and flexibly to evolving needs. For example, the York and North Yorkshire SMHA identified the need for 2, 3 and 4 bedroom dwellings across the City, particularly in the suburban area, across a range of tenure options.</p> <p>Implementation of Policy H5 would support the development of self build homes on the strategic sites outlined and would further help to meet the diverse housing needs of the population. However, the scale of the provision involved (2% of the land of the four largest strategic sites) mean</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing									Cumulative effect of the draft policies	Commentary on the effects of each policy*	
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			<p>that this policy, whilst make an important contribution to the diversity of choice will not have a significant effect on this objective.</p> <p>Policy H6 would help to meet the needs of the gypsy and traveller, roma and travelling showpeople communities which are an often marginalised group of society and have significant positive effects on this objective. The evidence base shows that there is a shortfall of accommodation for these groups with a need over the duration of the Plan for 63 gypsy and traveller pitches and 21 plots for showpeople. In specifying accommodation provision requirements over the Local Plan period and including policy to guide provision, the approach would help meet this need, in accordance with the Government's 'Planning Policy for Traveller Sites'.</p> <p>Implementation of Policy H7 would help to meet the housing needs of students where there is a proven need. Implementation of Policy H8 would help to control the numbers of houses in multiple occupation in order to control issues of overcrowding.</p> <p>Implementation of policy H9 would help to improve affordability across the housing market in York. Increasing affordability of housing would have significant positive effects in helping to meet the diverse housing needs of York's population and would also have significant positive effects on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			None identified
2. Improve the health and well-being of York's population.	++	++	++	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of the proposed policies would help to provide good quality housing of a range of types. This would help to meet the housing needs of the population. Living in the right type and quality of housing would have associated positive health benefits. In particular implementation of Policy H8 would help to control overcrowding, which could otherwise have adverse health impacts.</p> <p>Implementation of policy H6 would help to improve the health and well-being of the gypsy, traveller, roma and travelling showpeople community by providing dedicated sites for what is often a marginalised section of society.</p> <p>In addition, the siting of the new housing sites, seek to ensure that they are sustainably located with options other than private transport available to occupiers and in close proximity to areas of open green space for recreation. Increasing the opportunities to walk and cycle is also associated with improved health benefits.</p> <p>Implementation of policy H9 will help to make housing more affordable and increase people's chances of living in a home of their choice. This would also have associated positive health effects by providing the community with access to good quality housing and would therefore have a significant positive effect on this objective.</p> <p><b>Mitigation</b></p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			
												None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
3. Improve education, skills development and training for an effective workforce.	0	0	0	0	0	0	0	0	0	0	0	<b>Likely Significant Effects</b> Implementation of Policies H1 Housing Allocations, H2 Density, H3 Balancing Housing Market, H4 Housing Mix, H5 Self Build and H9 Affordable Housing would help to deliver a significant amount of new housing in York which could help to create jobs and potentially training opportunities for local people in the construction industry and raise skill levels in this sector. However, any positive effects would depend upon the approach taken by house builders as to whether training opportunities and skills development benefited local people and therefore had any positive effects on this objective. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> There is uncertainty around the extent of any training opportunities that there may be for local people associated with construction jobs for new housing. The extent of any positive effects would depend upon the

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			
												approach taken by house builders and construction companies towards the development of training opportunities and skills development..
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	++	+	+	+	+	0	+	0	0	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of Policies H1, H2, H3, H4, H5, and H7 would help to deliver a significant amount of new housing in York. This would help to create construction jobs associated with building new housing which would have positive effects on this objective.</p> <p>Policy H1 in particular, as it makes provision for the housing requirement of over 17,400 dwellings in SS1, is considered to have a significant effect on creating and sustaining employment in York, particular for those working or looking to work in the house building and construction sector (which is some 6% of the total employment across the city).</p> <p>Policy H5, makes provision for the construction of new houses by small house builders (defined as those delivered an average of under 200 residential units per annum over its last 5 operating years). In addition, the policy's accompany text states that 'preference should be given in selection process to those small house builders who are unlisted and who have been established in the York or Yorkshire area for more than 2 years', looking to ensure that local employment opportunities are created.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing		
											<p><b>Uncertainties</b></p> <p>There is uncertainty around the extent that new job creation associated with the development of new housing would have positive effects on this objective. It would depend upon the skills of local people as to whether they could be employed on construction projects for new housing and also the approach taken by house builders in using local workforce.</p>
5. Help deliver equality and access to all.	++	+	+	+	+	++	+	0	++	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies H1-H5 and H7, Student Housing would help to deliver a significant amount of new housing across York, which would help people to have greater access to housing and therefore have positive impacts on this objective, with H1 being significantly positive as it makes provision for the housing requirement of over 17,400 dwellings in SS1.</p> <p>Implementation of Policy H6 would have significant positive effects on this objective since it would provide dedicated sites for what is often a marginalised group of society and therefore help to deliver equality for the Gypsy, Traveller, Roma and Showpeople Community.</p> <p>Policy H9 would also have significant positive effects upon this objective as it would help to improve access to affordable housing across York by ensuring provision (in perpetuity) and therefore reduce a cause of inequality to the community. This policy would therefore have significant positive effects in relation to this objective in the short, medium and long term.</p> <p><b>Mitigation</b></p> <p>None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing		Cumulative effect of the draft policies	Commentary on the effects of each policy*
												<p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+	-	+	+	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Depending upon the locations of new housing there could be an increase in traffic generation associated with this housing if such locations are not accessible by sustainable modes of transport, which could have negative effects on this objective. The scale of change proposed within York up to 2030 will inevitably generate an increase in the number of vehicles in the city above the existing baseline. There is the potential for the increase in vehicles to lead to an increase in vehicle movements although whether it will be within the City or on the strategic road network is uncertain. In considering these policies, and in particular H1, alongside the requirements of other policies in the plan, notably SS1 and T1 it is the effects upon this objective are considered to have the potential for positive and negative effects. Policy SS1 includes ensuring accessibility to sustainable transport modes is a key guiding principle, whereas Policy T1 would help to reduce the need to travel. In consequence, the policies when considered in conjunction with others in the local plan would have positive effects on this objective.</p> <p>Policy H2 sets out the net densities that housing developments will be expected to achieve and this includes the highest density for the city centre, a requirement for 50 units/ha within the York urban area and that support would be given for higher density development within 400m of a high frequency public transport corridor where in compliance with other</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing		
											<p>plan objectives. These requirements, particular for higher density development in urban areas (where there will be existing good public transport links) would help to ensure that new housing can be accessed by sustainable modes of transport and have a positive effect on this objective.</p> <p>Implementation of Policy H5 would support the development of new build houses on the sites identified in this policy. These strategic sites would need to be developed in accordance with other policies in the plan, including the requirement for travel plans and would therefore need to be accessible by sustainable modes of transport. On this basis development of new build homes on these sites would have positive effects upon this objective.</p> <p>Policy H6 includes the potential for development of additional gypsy and traveller sites where proposals ensure accessibility to public transport and services and so are considered compatible with this objective.</p> <p>In particular Policy H7 supports the development of new student housing where it is accessible by sustainable transport modes, which would have positive effects on this objective.</p> <p>Overall it is considered that implementation of policies H2-H9 alongside the transport policies would have positive effects upon this objective in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> It is assumed that there would be a requirement for the provision of</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing														Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing							
																access to sustainable modes of transport as part of new large scale housing developments to help deliver a sustainable transport network.
																<p><b>Uncertainties</b></p> <p>None identified.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	+	0	-	0	-	0	-	0	-	0	-	0	-	0	-	<p><b>Likely Significant Effects</b></p> <p>Inevitably with the development of new housing there would be an increase in greenhouse gas emissions, associated with the construction activity (combining the effects from the embodied carbon in the construction materials as well as the emissions from construction traffic to and from the site). There could also be an increase in emissions associated with the energy consumption from the occupation of the new houses. However, Policy CC1 requires that new developments will be required to incorporate renewable and low carbon sources of energy and energy efficiency. Policy CC2 requires that all new development will be expected to consider the principles of sustainable design and construction and to make carbon savings through reducing energy demand, using energy and other resources efficiently. Policy CC2 also requires that pre 2016; all new residential development should achieve Code for Sustainable Homes Level 4. The requirements of these policies would help to ensure that new housing developments are sustainably built, minimise greenhouse gas emissions and to help manage the response to climate change.</p> <p>The construction of the new homes will also lead to some indirect greenhouse gas emissions associated with vehicle movements. Any increase in vehicle movements and/or congestion could have adverse effects in relation to local air quality and the emission of greenhouse</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			
												<p>gases from vehicle emissions. However, this effect would be mitigated by the commitments on sustainable location, transport statements and Travel Plans.</p> <p>In consequence, whilst the direct effects of emissions from the new development will be considered to be minimal in regard to climate change, the indirect effects of any road travel associated with new development are considered to have a negative effect.</p> <p>Overall it is considered that there would therefore be neutral and negative effects from the implementation of this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	0	0	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>New housing developments could have adverse effects in relation to conserving or enhancing green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment if sited in inappropriate locations or without appropriate mitigation. However, other policies in the plan, notably SS1, DP1, DP2, G11, G12, G13 and G16 would help to ensure that the location of any proposed development will seek to conserve and enhance York's natural environment including internationally, nationally and locally significant</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing		
											<p>nature conservation sites and green corridors.</p> <p>A number of sites have been identified as being within 250m of Statutory Nature Reserves e.g. SAC/SSSI and as such have been appraised as having a significant adverse effect. A number of the other sites allocated have been identified as being within 500m and in some cases within 250m of sensitive ecological designations including Local Nature Reserves and or SINC. Whilst the full effects can only be considered at the detailed planning application stage, the HRA of the housing policies and strategic sites indicates that they are unlikely to have significant adverse effects upon biodiversity sites of international importance. It is important that development proposals are brought forward in accordance with the Green Infrastructure policies, in particular GI2 to avoid any adverse effects upon feature of biodiversity interest.</p> <p>Policy H5 seeks to safeguard the existing supply of sites for Gypsies, Roma, Travellers and Showpeople and allocates new sites to meet need. One of the allocated sites at Acres Farm has been identified as being within 500m of a SSSI and so consideration would need to be given to ensuring no adverse effects on this designation. Otherwise and assuming that this policy was implemented in accordance with other policies in the plan, there would be no adverse effects on this objective.</p> <p>Overall it is considered that effects from the implementation of these policies is neutral.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing												Cumulative effect of the draft policies	Commentary on the effects of each policy*		
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing							
														None identified.	<p><b>Uncertainties</b></p> <p>There could be enhancements to green infrastructure, biodiversity, geodiversity, flora and fauna as part of new housing developments. However any such benefits could only be determined at the detailed planning application and so it is uncertain at this stage the extent of any positive effects that there may be.</p>	
9. Use land resources efficiently and safeguard their quality.	+	-	+	+	-	+	-	+	-	+	+	0	0	+	-	<p><b>Likely Significant Effects</b></p> <p>It has been identified through the detailed site appraisals that approximately 33% of proposed housing sites are on brownfield land. This would help to re-use existing land and therefore mean that approximately one third of the 16,000+ new homes over the plan period will be on brownfield sites. However, a significant amount of greenfield land (approximately 57% of all housing sites) is required for new housing which would score negatively against this objective of using land resources efficiently. The development of new housing on greenfield and brownfield sites effects of policies H1 Allocations, H3 Balancing Market, H4 Mix and H5 self build are considered likely to have both positive and negative effects upon this objective.</p> <p>Implementation of Policy H2 would help to achieve good density for residential developments. This would help to ensure efficient use of land for housing and reduce the amount of new land required for housing. This would therefore have a positive effect upon this objective.</p> <p>Implementation of Policy H6 would help to safeguard the existing supply of Gypsy and Traveller Sites, which would help to ensure efficient use is made of the existing land used for this purpose. Allocating new sites to</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*							
	Policy H1 – Housing Allocations		Policy H2 – Density of Residential Development		Policy H3 – Balancing the Housing Market		Policy H4 – Housing Mix		Policy H5 – Promoting Self Build		Policy H6 – Gypsy, Traveller and Showpeople Allocations		Policy H7 – Student Housing		Policy H8 – Houses in Multiple Occupation		Policy H9 – Affordable Housing		
																			<p>meet need would help to provide dedicated sites and avoid unauthorised sites arising elsewhere and help to avoid unnecessary use of other land. There would therefore be positive effects on this objective from this policy.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
10. Improve water efficiency and quality.	0		0		0		0		0		0		0		0		0		<p><b>Likely Significant Effects</b></p> <p>New housing development would increase demand for water resources overall. However, such effects will be mitigated through use of policies such as CC2 'Sustainable Design and Construction'.</p> <p>In addition to policies in this Plan Yorkshire Water have produced a Water Resources Management Plan. This sets out how they will ensure supply meets demand for the 25 years from 2015/16 to 2039/40. It incorporates future pressures on water supply and demand due to predicted changes to the climate. It also looks at future changes in population, housing, water use and metering trends in Yorkshire. York is identified as being within the Grid SWZ Water Resource Zone. Yorkshire Water has identified that (taking into account multiple factors including population growth) the Grid SWZ is forecast to be in deficit from 2018/19 onwards. The forecast deficit in 2018/19 is 2.67MI/d increasing to 108.65MI/d by 2039/40. Within</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			
												<p>their WRMP, Yorkshire Water has identified as series of demand management and options to increase supply to meet this forecast deficit.</p> <p>Overall and in consideration of implementation of these policies alongside CC2 and wider measures including the Water Resources Plan highlighted above, and the fact that (as noted below) any improvements to water efficiency / quality can only be fully determined at the detailed planning application stage, overall effects on this objective are considered to be neutral.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> There could be opportunities to improve water efficiency as part of new housing developments, for example with the development of SUDS. However, any such improvements could only be determined at the detailed planning application stage, and so it is uncertain at this stage what positive effects there may be.</p>
11. Reduce waste generation and increase level of reuse and recycling.	+	-	+	+	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The development of new housing would inevitably result in an increase in waste generation which would have adverse effects in relation to this objective. However, policy WM1 requires the integration of facilities for waste prevention, re-use, recycling, composting, and recovery in association with the planning, construction and occupation of new</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			
												<p>development for housing. This requirement would help reduce waste consumption associated with new housing development and to increase levels of reuse and recycling.</p> <p>For these reasons it is considered that there would be positive and negative effects on this objective associated with the level of growth proposed for York in the short, medium and long term. There would be positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
12. Improve air quality.	-	-	0	0	-	-	-	0	0	-	<p><b>Likely Significant Effects</b></p> <p>New housing development covered by the policies in this chapter could have an adverse impact on air quality in York. This could occur during construction of any new development and could be related to dust and particulate matter although such effects will be very localised. In addition as they are subject to a variety of policies in the plan, notably, ENV1 which states that 'development will only be permitted if the impact on air quality is acceptable and mechanisms are in place to mitigate adverse impacts and reduce further exposure to poor air quality', it is likely that such effects, if they do occur, will be acceptable.</p> <p>There could also be effects arising from an increase in vehicle use</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing		
											<p>associated with the growth in housing and the associated vehicle emissions, although these effects would be mitigated to some extent by the commitments on sustainable location, transport statements and Travel Plans contained with the transport policies T2 and T8 and also through the requirements of Policy ENV1 on Air Quality.</p> <p>In consequence, the indirect effects of any road travel associated with new housing development are considered to have a minor negative effect (in the case of policies H1, H2, H5, H6 and H7).</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>New housing development could have adverse effects in relation to flood risk and reducing impacts of flooding to people and property if sited in inappropriate locations or without appropriate mitigation. The following strategic sites – ST5 (York Central Plot 1), ST23 (Metcalf Lane) ST22 (Germany Beck), ST7 (Amalgamate sites to east of Metcalfe Lane) and ST20 (Heslington Estate Land) has all been appraised as having a significant negative effect due to the sites including land identified as flood zone 3. However, when considered alongside other policies in the plan, notably Policy ENV4 it is not considered that there would be any overall</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			
												<p>adverse effects in relation to this objective.</p> <p>As part of the detailed site appraisal for housing allocations any sites identified in areas of significant risk of flooding (flood zones 2 and 3) have been flagged up as having significant constraints for future development. It will be for the developer to demonstrate to York City Council and the Environment Agency that any flood risk associated with a development proposal will not be at risk from flood events or increase the risk of flooding elsewhere.</p> <p>On this basis it is considered that there would be no overall significant effects from the implementation of these policies on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> It is assumed that new housing will be located in areas at lowest risk of flooding, or that housing developments would need to accord with policies elsewhere in the plan, notably ENV4, in order to mitigate any adverse effects on flooding.</p> <p><b>Uncertainties</b> None identified.</p>
14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.	+	+	+	+	+	+	+	+	+		+	<p><b>Likely Significant Effects</b> Implementation of these policies would see the development of a significant amount of new housing across York. New housing development in inappropriate locations or poorly designed could have adverse effects on York’s historic environment, cultural heritage, character</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing		<p>and setting. However, when considered alongside other policies in the plan including D2, D4, D5, D7 and D10 the development of new housing in accord with these policies would help to conserve York’s historic environment through ensuring good design of new housing developments and thereby avoiding adverse effects.</p> <p>The Heritage Impact Assessment (HIA) undertaken noted that for policy H3 that as this policy is about provision of different types of housing, the influence on characteristics will therefore depend on design proposals that come forward. Currently, it is considered that the likely impacts are predominantly neutral, however, there is potential for harm subject to design.</p> <p>Policy H6 safeguards the existing supply of Gypsy, Roma, Travellers and Showpeople sites and allocates new sites to meet need. Provided that these sites are implemented in accordance with the design policies then there should be no adverse effects on York’s historic environment. Furthermore, the policy would only allow other new Gypsy and Traveller sites where proposals do not conflict with the objective of conserving and enhance York’s historic environment and that this includes the city’s character and setting. This requirement would help to conserve York’s historic environment, cultural heritage, character and setting and have positive effects upon this objective.</p> <p>For policy H7 the HIA identified that potential harm has been identified for characteristics 3 and 6, Landmark Monuments and Landscape and Setting respectively due to housing development at/near York university campus. The type and scale of these impacts would be dependent upon the type and location of any development. Implementation of other policies in the plan including design/placemaking and green infrastructure would be</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing		<p>required to mitigate this.</p> <p>For policy H7 on student housing the HIA noted that the policy has a neutral impact on strong urban form by preventing any current impacts from getting worse. The policy has a positive impact on the architectural character of the city as it is conserving existing stock and limiting pressures of new development.</p> <p>The production of heritage statements as part of new housing development would further help to understand the potential effects of new housing development on York’s historic environment and ensure that is at the very least conserved and also enhanced where possible.</p> <p>For the reasons set out above and considered alongside other policies in the plan, in particular implementation of these policies alongside the design policies, it is considered that there would be positive effects in the short, medium and long term on this objective</p> <p><b>Mitigation</b></p> <p>None identified – provided that policies are implemented in accordance with policies on placemaking and design then no other mitigation required to ensure no adverse effects on York’s historic environment.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>There could be enhancements to York’s historic environment as part of new housing developments. However any such benefits could only be fully determined at the detailed planning application and so it is uncertain at this stage the extent of any positive effects that there may be.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Housing										Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy H1 – Housing Allocations	Policy H2 – Density of Residential Development	Policy H3 – Balancing the Housing Market	Policy H4 – Housing Mix	Policy H5 – Promoting Self Build	Policy H6 – Gypsy, Traveller and Showpeople Allocations	Policy H7 – Student Housing	Policy H8 – Houses in Multiple Occupation	Policy H9 – Affordable Housing			
15. Protect and enhance York's natural and built landscape.	+	+	+	+	+	0	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of these policies would see the development of a significant amount of new housing across York. New housing development in inappropriate locations could have adverse effects on York's natural and built environment. However in considering these policies alongside others in the plan, notably the requirements of Policies D1 and D2, then the development of new housing across York would help to protect and enhance York's natural and built environment.</p> <p>Policy H6 sets out that new Gypsy and Traveller sites (other than those already allocated) would only be allowed where they would not conflict with the objective of conserving York's historic and natural and including the City's character and setting.</p> <p>On this basis it is considered that there would be positive effects on this objective in the short, medium and long term.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>The exact extent and specific details of any enhancements to York's natural environment can only be considered at the detailed planning application stage.</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

<p style="text-align: center;"><b>Housing</b></p> <p><b>SA Objective</b></p> <p>Policy H1 – Housing Allocations</p> <p>Policy H2 – Density of Residential Development</p> <p>Policy H3 – Balancing the Housing Market</p> <p>Policy H4 – Housing Mix</p> <p>Policy H5 – Promoting Self Build</p> <p>Policy H6 – Gypsy, Traveller and Showpeople Allocations</p> <p>Policy H7 – Student Housing</p> <p>Policy H8 – Houses in Multiple Occupation</p> <p>Policy H9 – Affordable Housing</p>	<p><b>Cumulative effect of the draft policies</b></p>	<p><b>Commentary on the effects of each policy*</b></p>
<p><b>Summary</b></p> <p>Implementation of these policies would have significant positive effects on objectives 1, 2 and 5. These policies would help to deliver a significant amount of new housing over the plan period and would ensure that there is a good mix of different types of housing developed, that such housing is affordable and meets need. Existing supply of sites for Gypsies, Roma, Travellers and Showpeople would be safeguarded and new sites allocated to meet need. All of the various measures in this policy would help to meet the diverse housing needs of York’s population and have significant positive effects on objective. By providing the housing to meet need there is associated significant positive effects on health and well being and also for access and equality.</p> <p>Positive effects have been identified on objectives 4, 9, 11, 14 and 15.</p> <p>Effects on objective 8 are considered to be neutral although there are a number of the allocated housing sites within 500m and in some cases 250m of sensitive ecological designations. Whilst the full effects can only be considered at the detailed planning application stage, the HRA of the housing policies and strategic sites indicates that they are unlikely to have significant adverse effects upon biodiversity sites of international importance. It is important that development proposals are brought forward in accordance with the Green Infrastructure policies, in particular GI2 to avoid any adverse effects upon feature of biodiversity interest. Notwithstanding the requirements of other policies in the plan, effects on this objective can only be fully considered at the detailed planning application stage for new housing sites.</p> <p>One minor negative effect has been identified and this relates to air quality and emission of greenhouse gases. The Local Plan proposes a scale of change within York up to 2030 which will inevitably generate an increase in vehicles and vehicle movements above the existing baseline. Whilst other policies in the plan will help to mitigate effects on air quality from the construction of new houses, the indirect negative effects of an overall increase in vehicle use associated with new housing would have negative effects on objectives 7 and 12.</p> <p>No overall effects have been identified on objectives 3, 10 and 13.</p>		

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.3 Effects of Community Facility (CF1-4) Policies**

SA Objective	Community Facilities					Cumulative effect of the draft policies	Commentary on effects of each policy*
	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services			
1. To meet the diverse housing needs of the population in a sustainable way.	++	?	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>These policies help to support the provision of a diverse range of housing through the provision of community facilities including libraries, crèches, day centres, sports facilities and healthcare and emergency services in accessible locations. The most significant opportunities for new provision will be associated with large scale developments. The cumulative impacts of change could be significant over the longer term. This will be particularly important in respect of Policy CF1 which seeks the proportionate provision of new facilities as part of new development, although the net effects of this will only be seen over the longer term and in some cases (such as leisure facilities) be subject to market forces. Implementation of Policy CF2 in particular will be closely related to the analysis contained in the Built Sports Facilities Strategy.</p> <p><b>Mitigation</b></p> <p>Monitoring of provision required to ensure protection and enhancement of existing facilities and the consistent provision of new ones which complement existing provision.</p> <p><b>Assumptions</b></p> <p>None</p> <p><b>Uncertainties</b></p> <p>Whilst the protection of community facilities can be secured, the extent to which new provision of community facilities fully meet new demand and fill existing gaps is less certain, and which can only be observed over the longer term.</p>
2. Improve the health and well-being of York's population.	++	?	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Ensuring the protection and consistent provision of community facilities will make a potentially significant contribution to the health and well-being of the City's population, particularly where community access can be secured from private facilities (under Policy CF2) and the promotion of new sustainable neighbourhoods which should include healthcare facilities (Policy CF4), for example.</p> <p>In regard of this Objective, it is noteworthy that policy CF4 aims to contribute to residents living longer,</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Community Facilities						
SA Objective	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services	Cumulative effect of the draft policies	Commentary on effects of each policy*
						<p>healthy and independent lives in sustainable neighbourhoods through the provision of primary health care services, working in conjunction with GP commissioning groups or successor organisations.</p> <p><b>Mitigation</b> Monitoring of provision required to ensure protection and enhancement of existing facilities and the consistent provision of new ones which complement existing provision.</p> <p><b>Assumptions</b> None</p> <p><b>Uncertainties</b> Whilst the protection of community facilities can be secured, the extent to which new provision of community facilities fully meet new demand and fill existing gaps is less certain, and which can only be observed over the longer term.</p>
3. Improve education, skills development and training for an effective workforce.	0	0	0	0	0	<p><b>Likely Significant Effects</b> There is no clear link between these policies and the Objective, although as CF4 makes provision for the York Teaching Hospital NHS Foundation to make best use of the current site, it could be argued that this policy helps support the retention and viability of an important training hospital and enables continued success.</p> <p><b>Mitigation</b> n/a</p> <p><b>Assumptions</b> n/a</p> <p><b>Uncertainties</b> n/a</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Community Facilities					Cumulative effect of the draft policies	Commentary on effects of each policy*
	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services			
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>There is no clear link between these policies and the Objective.</p> <p><b>Mitigation</b></p> <p>n/a</p> <p><b>Assumptions</b></p> <p>n/a</p> <p><b>Uncertainties</b></p> <p>n/a</p>
5. Help deliver equality and access to all.	+	?	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>These policies help to support the provision a full range of community facilities and services in accessible locations to the benefit of all. The most significant opportunities for new provision will be associated with large scale developments. The cumulative impacts of change could be significant over the longer term. The requirements of Policy CF1 in respect of the provision of accessible services will be of particular significance in providing accessible services for existing and new residents. Implementation of Policy CF2 in particular will be closely related to the analysis contained in the Built Sports Facilities Strategy.</p> <p><b>Mitigation</b></p> <p>Monitoring of provision required to ensure protection and enhancement of existing facilities and the consistent provision of new ones which complement existing provision.</p> <p><b>Assumptions</b></p> <p>None</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Whilst the protection of community facilities can be secured, the extent of new provision of community facilities is less certain (hence the uncertainty for policy CF1).</li> </ul>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Community Facilities				Cumulative effect of the draft policies	Commentary on effects of each policy*
	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services		
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The provision of services in reasonable proximity to peoples' homes will help to ensure that immediate demands are catered for, particularly for those reliant on local provision. Car use should be discouraged in favour of walking and cycling, although the relative accessibility of services could vary significantly for different groups of residents. The requirements of Policy CF1 in delivering accessible services should help to reduce the need to travel, although the practical effects of this would have to be monitored to gauge its effectiveness. Benefits are likely to be realised over the medium to longer term as well as needing to be complemented by other policy interventions such as sustainable travel plans (see Policy T8 Minimising and Accommodating Generated Trips).</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified at this stage</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Consistent implementation.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The range of service provision compared to the likely need.</li> <li>Current gaps in service provision.</li> <li>Delivery of services on new sites and pressure on existing provision.</li> </ul>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Through Policy CF1, the provision of services in reasonable proximity to peoples' homes will help to ensure that immediate demands are catered for, particularly for those reliant on local provision. In turn, car use should be discouraged in favour of walking and cycling, although the relative accessibility of services could vary significantly for different groups of residents. Any reductions in vehicle movements are likely to have benefits in terms of reduced greenhouse gas emissions. Any new community facilities will be subject to the requirements of other policies (such as CC2) which will have a positive effect in terms of ensuring the implementation of energy efficient and low carbon designs.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Community Facilities				Cumulative effect of the draft policies	Commentary on effects of each policy*
	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services		
						<p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified at this stage</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Consistent implementation.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The range of service provision compared to the likely need.</li> <li>Current gaps in service provision.</li> <li>Delivery of services on new sites and pressure on existing provision.</li> </ul>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	0	+	0	0	+	<p><b>Likely Significant Effects</b></p> <p>Sports facilities often have extensive semi-natural areas associated with them and form an important part of the City's green infrastructure network. Their protection will ensure a continued contribution to the green infrastructure across the City.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
9. Use land resources efficiently and safeguard their quality	0	+	0	0	+	<p><b>Likely Significant Effects</b></p> <p>The policies are likely to result in the more efficient provision of facilities through the employment of Community Use Agreements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Community Facilities						
SA Objective	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services	Cumulative effect of the draft policies	Commentary on effects of each policy*
						<b>Assumptions</b> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <b>Uncertainties</b> <ul style="list-style-type: none"> <li>The extent and impact of CUAs.</li> </ul>
10. Improve water efficiency and quality.	0	0	0	0	0	<b>Likely Significant Effects</b> There is no clear link between these policies and the Objective. <b>Mitigation</b> n/a <b>Assumptions</b> n/a <b>Uncertainties</b> n/a
11. Reduce waste generation and increase level of reuse and recycling.	0	0	0	0	0	<b>Likely Significant Effects</b> There is no clear link between these policies and the Objective. <b>Mitigation</b> n/a <b>Assumptions</b> n/a <b>Uncertainties</b> n/a

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Community Facilities				Cumulative effect of the draft policies	Commentary on effects of each policy*
	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services		
12. Improve air quality.	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The provision of services in reasonable proximity to peoples' homes will help to ensure that immediate demands are catered for, particularly for those reliant on local provision. Car use should be discouraged in favour of walking and cycling, although the relative accessibility of services could vary significantly for different groups of residents. The reduction in car trips and any associated reduction in vehicle emissions could have a positive effect on local air quality.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• None identified at this stage</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• Consistent implementation.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The range of service provision compared to the likely need.</li> <li>• Current gaps in service provision.</li> <li>• Delivery of services on new sites and pressure on existing provision.</li> </ul>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>There is no clear link between these policies and the Objective.</p> <p><b>Mitigation</b></p> <p>n/a</p> <p><b>Assumptions</b></p> <p>n/a</p> <p><b>Uncertainties</b></p> <p>n/a</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Community Facilities						
SA Objective	CF1: Community Facilities	CF2: Built Sports Facilities	CF3: Childcare Provision	CF4: Healthcare & Emergency Services	Cumulative effect of the draft policies	Commentary on effects of each policy*
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	0	0	0	0	0	<p><b>Likely Significant Effects</b> There is no clear link between these policies and the Objective.</p> <p><b>Mitigation</b> n/a</p> <p><b>Assumptions</b> n/a</p> <p><b>Uncertainties</b> n/a</p>
15. Protect and enhance York's natural and built landscape.	0	0	0	0	0	<p><b>Likely Significant Effects</b> There is no clear link between these policies and the Objective.</p> <p><b>Mitigation</b> n/a</p> <p><b>Assumptions</b> n/a</p> <p><b>Uncertainties</b> n/a</p>

**Summary**

The impact of these policies is likely to be positive and in some cases significantly positive, particularly where local provision is likely which should result in a range of benefits including access to services for those more reliant on local provision, and encouraging walking and cycling generally.

No likely negative impacts have been identified.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

No effects on Objectives 3, 4, 10, 11, 13, 14, 15 were identified.

Key uncertainties relate to:

- The current state of service provision and whether this is adequate for needs, especially for those reliant on local provision.
- How new development will provide facilities and potentially help to address gaps in provision.
- Long term and consistent service provision in the context of market forces.
- The effects of local service provision on helping to reduce the need to travel and actual trips generated.
- The implementation of Community Use Agreements.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.4 Effects of Education (ED1 – 8) Policies**

	Education											
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*		
1. To meet the diverse housing needs of the population in a sustainable way.	++	?	+	+	0	0	++	?	0	++	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies ED6 and ED7 will complement the meeting of housing need across the City by facilitating the provision of educational facilities which are appropriate to new and existing local communities.</p> <p>The significant housing development provided for through the strategic sites in particular will require balanced and phased provision of education facilities, which need to be appropriately co-ordinated with existing provision. The policies will help to ensure that needs relating to service provision are directly addressed. This will be particularly important for relatively deprived communities.</p> <p>Policy ED1 is wide-ranging, but specifically supports the accommodation needs of staff and students, which in turn should help address issues in the local housing market, such as houses in multiple occupation, under- and over-occupation.</p> <p>Community access to recreational and cultural facilities, developed as part of education provision (policy ED8), will be an important aspect of ensuring that needs are met in a co-ordinated fashion. This will build on existing Community Use Agreements which are in place across the City.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation through securing appropriate funding for provision.</p> <p><b>Uncertainties</b></p> <p>Potential uncertainty regarding the degree to which full and effective provision can be</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Education										
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*	
										achieved (notwithstanding legal obligations associated with provision of education).	
2. Improve the health and well-being of York’s population.	++ +	?	0	0	0	++ +	++ +	++	++	++	<p><b>Likely Significant Effects</b></p> <p>The provision of education and training opportunities is fundamental to health and well-being, providing the means for the realisation of any individual's potential. As such, the policies should in principle make an important contribution to meeting this goal, albeit over the long term and subject to the influence of numerous other factors.</p> <p>Proposals to enhance the provision of sports and social facilities under Policies ED6 and ED8 in particular will be important in expanding opportunities for students and potentially residents (through Community Use Agreements).</p> <p>Proposals for additional student accommodation (in ED1) should also be in accordance with policy ACHM5 which seeks to ensure where possible that the accommodation will be on campus or in locations with good public transport, walking and cycling links which should seek to foster the well-being of users and minimise the disruption to any other transport users.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation through securing appropriate funding for provision.</p> <p><b>Uncertainties</b></p> <p>Potential uncertainty regarding the degree to which full and effective provision can be achieved (notwithstanding legal obligations associated with provision of education). Community access to university sports facilities will be important.</p>
3. Improve education, skills development and	++	++	++	++	++	+	++ ?	++	0	++	<p><b>Likely Significant Effects</b></p> <p>Strongly linked to Objective 2, the provision of appropriate and sufficient education and</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Educa tion										
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heaslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*	
training for an effective workforce.						+				<p>training opportunities of all kinds is an important part of the development of an effective workforce. As such, collectively the policies are likely to have significant positive effects over the long term, and present an opportunity to develop the current record of relatively high levels of educational attainment and provide a pool of skilled labour which fulfils the needs of local businesses, if students upon completion of their course chose to work locally.</p> <p>Support for the development of the City’s University campuses under Policies ED1 – ED5 will be particularly important in helping to develop, and ideally retain, a highly qualified workforce. Over the longer term, as has been proven, the training and retention of a workforce makes a significant contribution to the overall vibrancy of the City’s economy.</p> <p><b>Mitigation</b> None required.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation through securing appropriate funding for provision for educational resources.</p> <p><b>Uncertainties</b> Consistency of provision of facilities and training opportunities, particularly for communities in particular need.</p>	
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	++	++	++	++	++	+	?	++	0	<p><b>Likely Significant Effects</b> Strongly linked to Objective 3, the provision of appropriate education and training opportunities of all kinds is an important part of the development of a skilled workforce which is able to contribute to meeting the needs of new business areas. As such, the policies are likely to have significant positive effects over the long term.</p> <p>Support for the development and growth of the City’s Universities through Policies ED1 – ED5 is likely to be of particular importance over the longer term for job creation and innovation, with highly qualified graduates likely to contribute to business establishment and growth.</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Education									
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*
										<p>Policies ED1 – ED8 will create opportunities for the development, redevelopment and growth of educational facilities within the City and so will create some employment opportunities associated with the design, planning, construction and operation of the facilities.</p> <p><b>Mitigation</b> None required.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation through securing appropriate funding for provision.</p> <p><b>Uncertainties</b> Consistency of provision of facilities and training opportunities.</p>
5. Help deliver equality and access to all.	+	?	+	+	+	++	++	++	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of these policies will help to ensure that there is equality of access to educational facilities across the City appropriate to new and existing local communities.</p> <p>The significant housing development provided for through the strategic sites in particular will require balanced and appropriately phased provision of education facilities, which need to be appropriately co-ordinated with existing provision. The policies will help to ensure that need is directly addressed, particularly in currently relatively deprived communities where education, skills and training are prominent and persistent issues.</p> <p>Community access to recreational facilities, developed as part of education provision, will be an important aspect of ensuring that needs are met in a co-ordinated fashion. This will build on existing Community Use Agreements which are in place across the City.</p> <p>Benefits over the short and longer term are likely to be realised.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Educa tion									
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*
										<p>No mitigation required.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation through securing appropriate funding for provision.</p> <p><b>Uncertainties</b> Potential uncertainty regarding the degree to which full and effective provision can be achieved (notwithstanding legal obligations associated with provision of education), particularly in respect of access to University facilities during term time.</p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	++	++	++	++	++	++	+	++	++	<p><b>Likely Significant Effects</b></p> <p>The provision of locally accessible education, recreation and training opportunities is an important part of influencing travel behaviour, albeit within the context of choice which can create locally complex patterns of movements.</p> <p>The provision of further and higher education influences patterns of movement which are determined by wider factors such as specialisation, but nevertheless providing the opportunity to access reasonable local facilities potentially makes an important contribution to minimising travel, and travel by car in particular.</p> <p>Proposals for additional student accommodation (in ED1) should also be in accordance with policy H7 which seeks to ensure where possible that the accommodation will be on campus or in locations with good public transport, walking and cycling links which is consistent with this objective.</p> <p>University travel plans will be of particular significance in developing more sustainable travel patterns and support for their development plans should assist this process.</p> <p>Benefits over the short and longer term are likely to be realised.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Educa tion									
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*
										<p>Ensuring that education provision is appropriately supported by and cross-referenced to sustainable travel initiatives using Policy T8 (Minimising and Accommodating Generated Trips) for example.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> Implementing sustainable travel initiatives.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	+	?	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The provision of locally accessible education, recreation and training opportunities is an important part of influencing travel behaviour, albeit within the context of choice which can create locally complex patterns of movements.</p> <p>The provision of further and higher education influences patterns of movement which are determined by wider factors such as specialisation, but nevertheless providing the opportunity to access reasonable local facilities potentially makes an important contribution to minimising travel, particularly as proposals for additional student accommodation (in ED1) should also be in accordance with policy H7 which seeks to ensure where possible that the accommodation will be on campus or in locations with good public transport, walking and cycling links which is consistent with this objective.</p> <p>Any new development of educational facilities facilitated by these policies will also need to be consistent with policy CC2 ‘Sustainable Design and Construction’. This requires all new development to make carbon savings which will also be consistent with this objective.</p> <p>Benefits over the short and longer term are likely to be realised.</p> <p><b>Mitigation</b> Ensuring that education provision is appropriately supported by and cross-referenced to</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Education										
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*	
										<p>sustainable design and travel initiatives.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> Implementing sustainable travel initiatives.</p>	
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	+	+	+	+	+	+	?	0	0	+	<p><b>Likely Significant Effects</b></p> <p>Whilst for Policies ED7 and ED8 there is no clear relationship with the objectives, for Policies ED1 – ED5, given the scale of university land holdings, there could be opportunities to contribute to securing enhanced biodiversity and green infrastructure resources which will be of benefit to the City as a whole. This could include the provision of playing fields beyond the statutory minimum under ED6, for example, in turn contributing to the development of a wider, more connected green infrastructure resource.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
9. Use land resources efficiently and safeguard their quality.	+	?	+	+	+	0	0	+	?	+	<p><b>Likely Significant Effects</b></p> <p>Provision of community access to recreational and cultural facilities is likely to assist with making more efficient use of any developments proposed in accordance with these policies and reducing the demand for sites for additional community facilities. In linking the development anticipated in Policy ED1 to policy H7 which seeks to ensure where possible that</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Education										
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*	
											<p>accommodation will be on campus, this will also encourage more efficient (re)use of land.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> The extent, character and consistency of the implementation of Community Use Agreements.</p>
10. Improve water efficiency and quality.	?	?	?	?	?	?	?	0	?	<p><b>Likely Significant Effects</b> There is potential for new development to increase demand for water resources, although in some cases older inefficient premises could be replaced.</p> <p><b>Mitigation</b> Through implementation of Policy CC2 Sustainable Design and Construction.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>	
11. Reduce waste generation and increase level of reuse and recycling.	?	?	?	?	?	?	?	0	?	<p><b>Likely Significant Effects</b> There is potential for new development to increase waste generation during construction and use.</p> <p><b>Mitigation</b> Through implementation of Policy CC2 Sustainable Design and Construction.</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Education									
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*
										<b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
12. Improve air quality.	+	+	+	+	+	+	+	+	+	<b>Likely Significant Effects</b> The provision of locally accessible education, recreation and training opportunities is an important part of influencing travel behaviour, albeit within the context of choice which can create locally complex patterns of movements. The provision of further and higher education influences patterns of movement which are determined by wider factors such as specialisation, but nevertheless providing the opportunity to access reasonable local facilities potentially makes an important contribution to minimising travel and help counter a continued decrease in air quality across the City. Benefits over the short and longer term are likely to be realised. <b>Mitigation</b> Ensuring that education provision is appropriately supported by and cross-referenced to sustainable travel plans through Policy T8 Minimising and Accommodating Generated Trips. <b>Assumptions</b> None. <b>Uncertainties</b> Implementing sustainable travel initiatives.
13. Minimise flood risk and reduce the impact of flooding to people and	0	0	0	0	0	0	0	0	0	<b>Likely Significant Effects</b> The proposed policies have no clear relationship with the objective.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Educa tion									
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*
property in York.										<p><b>Mitigation</b> Development proposed would be subject to detailed flood risk assessment and policies covering floodrisk.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.	+	+	+	+	+	0	0	0	+	<p><b>Likely Significant Effects</b> The University campuses are an integral part of the City’s character and as such it is important that proposed changes to layout and buildings are sensitive to their context and where possible make a positive contribution to local character. Policies ED1 – ED8 seek to achieve this, and therefore potentially make a positive contribution to sustainable development in the City. Much depends on implementation, however, and there could longer term cumulative impacts depending on the extent of proposed changes, particularly for some sensitive areas such as Heslington.</p> <p><b>Mitigation</b> Appropriate masterplanning considering local context.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

	Educa tion									
SA Objective	ED1 – University of York Campuses	D2 – Heslington West	ED3– Heaslington East	ED4 – Lord Mayor’s Walk	ED5 – York St John University Allocations	ED6 - Education facilities	ED7 - Further & Higher Education	ED8 - Community Access	Cumulative effect of the draft policies	Commentary on the effects of each policy*
15. Protect and enhance York’s natural and built landscape.	+	+	+	+	+	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>The policies relating to the development of the City’s Universities should ensure that the implementation of any plans for expansion are sensitive to their context and where possible enhance the built landscape.</p> <p><b>Mitigation</b></p> <p>Detailed masterplans which set out long term development aspirations, enabling potential cumulative impacts to be assessed.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>Extent, character and possible cumulative effects of university redevelopment plans.</p>
<p><b>Summary</b></p> <p>The appraisal of the suite of Education, Skills and Training policies has identified significant positive effects across a range of objectives, notably those relating to meeting the needs of existing and future residents in respect of service provision and opportunities for training to increase employability (and hence well-being and economic health of the City). Policy support for the development and re-development of the City’s higher education campuses should provide a range of opportunities to increase their added value to the City’s economy, as well as management of their estate to potentially provide enhanced biodiversity and green infrastructure. There are potentially opportunities through siting of new facilities and the use of travel plans to use education provision at all levels to secure changes in travel behaviour and hence benefits across for a range of objectives, notably air quality and emissions of greenhouse gases. Positive sustainability effects should result over the short, medium and longer term.</p> <p>No instances of negative or significant negative effects were identified, although there are uncertainties in respect of water efficiency (Objective 10) and waste (Objective 11) associated with plans for new building and refurbishment. However, negative effects could be mitigated through the implementation of Policy CC2 Sustainable Design and Construction which encourages high standards of resource use and management. The potential strength of the positive effect was questioned in a number of instances, although this would not influence the overall positive scoring. Key uncertainties relate to the detail of policy implementation, in particular the degree to which consistency of provision of education facilities and training opportunities can be secured. This is potentially most challenging in respect of ensuring that existing and new communities are provided for on an equal basis. Equally, the extent to which Community Use Agreements can be secured for recreational facilities is uncertain.</p>										

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.5 Effects of Placemaking and Design Policies (D1-D8)**

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
1. To meet the diverse housing needs of the population in a sustainable way.	0	+	0	0	0	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>The majority of the proposed policies have no relationship with this objective. However, implementation of Policy D2 would help to ensure that new housing development is well designed and that appropriate building materials are used, and also the highest standards of accessibility and inclusion are considered. These requirements would all help to have positive effects on the provision of housing of a suitable quality to meet the housing needs of York in a sustainable way.</p> <p>There would be positive effects in the short, medium and long term.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
2. Improve the health and well-being of York's population.	0	+	0	0	0	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>The majority of the proposed policies have no clear relationship with this objective. However, Policy D2 includes a requirement for development proposals to adhere to a number of design points including promoting ease of pedestrian and cycle movement and that spaces and routes must be safe. These measures would help to encourage walking and cycling and ensure the safety of the population of York and therefore make a minor positive contribution towards this objective.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
										<p>There would be positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
3. Improve education, skills development and training for an effective workforce.	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>Some of these policies have no clear relation with this objective and implementation of the other policies would not directly have any effects on this objective. However, they would have indirect positive effects in respect of educating people about the landscape and historic environment of York but would not help in respect of skills development or training and so it is considered that there would be no overall effects on this objective</p> <p>There would be positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The historic environment York clearly plays a very important role in respect of tourism and also therefore the economy of York. Measures to protect the historic environment through these policies would help to safeguard the important role that York's historic environment plays in regards to the local economy. However this would not directly help to create jobs and deliver growth and so overall effects on this objective are considered to be neutral.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
5. Help deliver equality and access to all.	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The majority of the proposed policies have no clear relationship with this objective. However, Policy D2 requires that development proposals should adhere to a number of design points including the requirement to meet the highest standards of accessibility and inclusion and help to reduce crime and the fear of crime. However, the policy does not promote access to community facilities or address any inequalities and so overall effects on this objective are considered to be neutral.</p> <p><b>Mitigation</b></p> <p>None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
										<p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	0	++	0	0	0	0	0	0	++	<p><b>Likely Significant Effects</b> The majority proposed policies have no clear relationship with this objective. However, implementation of policy D2 includes a number of requirements including that new developments need to promote ease of public pedestrian and cyclist movement and establish natural patterns of connectivity. These requirements would help to deliver a sustainable integrated transport network and therefore have significant positive effects on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed	0	+	0	0	0	0	0	0	+	<p><b>Likely Significant Effects</b> The majority of the proposed policies have no clear relationship with this objective. However, Policy D2 includes a number of detailed design points which new development must adhere to including promoting ease of public pedestrian and cycling movement.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
response to its effects.										<p>This would not directly minimise greenhouse gases but would help to encourage more walking and cycling and less reliance upon use of the car.</p> <p>Less use of / reliance on cars would help to reduce associated vehicle emissions and have positive effects upon this objective.</p> <p>There would be positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	++	+	0	0	0	0	0	++	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of Policy D1 would help to ensure that there is a good relationship between good landscape design and biodiversity enhancement. This policy also includes a requirement that consideration will be given to the size and function of mature trees. These measures would help to conserve and enhance green infrastructure, biodiversity, geodiversity, flora and fauna.</p> <p>Policy D2 concerns placemaking, and supports development proposals where they will improve existing urban and natural environments which could have a positive effect on the objective.</p> <p>Through the implementation of Policy D8 development proposals would only be supported where they do not have an adverse impact on the park's fundamental character and amenity. As historic parks and gardens will include elements of green</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
										<p>infrastructure this policy would help to conserve green infrastructure.</p> <p>For these reasons policies D1 and D8 would have significant positive effects on this objective. There would be significant positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> No mitigation required.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
9. Use land resources efficiently and safeguard their quality.	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
10. Improve water efficiency and quality.	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b> The majority of the proposed policies have no clear relationship with this objective. However, Policy D1 includes a requirement for development proposals to demonstrate a</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
										<p>comprehensive understanding of the interrelationship between good landscape design, biodiversity enhancement and water sensitive design. Whilst this would not directly help to improve water quality and efficiency it would help to avoid any further decline in water quality. For these reasons there would be no overall effect on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
11. Reduce waste generation and increase level of reuse and recycling.	0	+	0	0	0	0	0	0	+	<p><b>Likely Significant Effects</b> The majority of the proposed policies have no clear relationship with this objective. However, the requirements in Policy D2 for good design could help to reduce the amount of waste produced through inefficient design for example and inclusion of recycling facilities which would have a minor positive effect upon this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> It is assumed that the requirement through Policy D2 for development proposals to adhere to a number of detailed design points including demonstrating the use of best practice would factor in the need to reduce waste generation as part of the design of new developments where possible, and to include facilities for recycling.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
										<b>Uncertainties</b> None identified.
12. Improve air quality.	0	0	0	0	0	0	0	0	0	<b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	+	0	0	0	0	0	0	0	+	<b>Likely Significant Effects</b> The majority of the proposed policies have no clear relationship with this objective. Policy D1 makes reference to water sensitive design which could be important for any development in areas at risk of flooding. Water sensitive design could therefore help to reduce the impact of flooding to people and property. Policy D1 would therefore have positive effects on this objective. There would be positive effects in the short, medium and long term. <b>Mitigation</b> None identified. <b>Assumptions</b>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
										<p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	++	++	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies D1 – D8 would all help to have significant positive effects on conserving / enhancing York's historic environment, cultural heritage, character and setting.</p> <p>These policies would help to ensure that new development proposals are well designed, and would not have any adverse impacts on York's historic environment. York's city walls would be protected through Policy D6 which is important given the local importance of these walls to York's historic environment.</p> <p>There would be significant positive effects in the short, medium and long term.</p> <p><b>Mitigation</b></p> <p>None identified – all policies would have significant positive effects.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
15. Protect and enhance York's natural and built landscape.	++	++	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of Policy D1 in particular would have positive impacts on this objective as it sets out specific requirements for new development proposals in respect of landscape and setting, including requirements for landscape enhancements and</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D1 – Landscape and Setting	D2 – Placemaking	D3 – Extensions and Alterations to Existing Buildings	D4 – Conservation Areas	D5 – Listed Buildings	D6 - York City Walls and St Mary's Abbey Walls	D7 – Archaeology	D8 – Historic Parks and Gardens		
										<p>avoidance of adverse landscape impacts. Policy D2 states that support would be given for new development proposals where they improve poor existing natural environments and also to enhance York's special qualities. These requirements would help to protect and enhance York's natural environment.</p> <p>Implementation of the other policies would help to protect York's built environment through protection for listed buildings, conservation areas, York's City Walls and Historic Parks and Gardens.</p> <p>Overall there would be significant positive effects on this objective. Effects would be positive in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
<p><b>Summary:</b></p> <p>The implementation of these policies would have significant positive effects on a number of the SA objectives. Implementation of Policy D2 would help to ensure that new housing development is well designed and that appropriate building materials are used, and also the highest standards of accessibility and inclusion are considered and thereby help to meet the diverse housing needs of York's population in a sustainable way.</p> <p>The promotion of pedestrian and cycling movements would have positive effects on health for the population of York. Policies D1 and D8 would have significant positive effects on objective 8 since green infrastructure would be enhanced through policy D1 and protected as part of requirements through Policy D8 to avoid any adverse impacts on historic parks and gardens.</p> <p>All of the policies would have significant positive effects on objectives 14 and 15. The historic environment of York and the natural and built environment would be conserved and protected through the implementation of these policies. The policies would help to control the effects of new development in relation to the historic environment and ensure enhancements for the historic environment and built and</p>										

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

<p>SA Objective</p> <p style="text-align: center;"><b>Placemaking and Design</b></p> <p>D1 – Landscape and Setting</p> <p>D2 – Placemaking</p> <p>D3 – Extensions and Alterations to Existing Buildings</p> <p>D4 – Conservation Areas</p> <p>D5 – Listed Buildings</p> <p>D6 - York City Walls and St Mary's Abbey Walls</p> <p>D7 – Archaeology</p> <p>D8 – Historic Parks and Gardens</p>	<p>Cumulative effect of the draft policies</p>	<p>Commentary on the effects of each policy*</p>
<p>natural environments.</p> <p>Minor positive effects from policies D1 and D2 have been identified on objectives 7 and 13.</p> <p>No significant effects were identified on objectives 3, 4, 5, 9 10, 11 and 12.</p> <p>No negative effects or uncertainties have been identified.</p>		

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.5 (cont) Effects of Placemaking and Design Policies (D9 – D13)**

SA Objective	Placemaking and Design									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters						
1. To meet the diverse housing needs of the population in a sustainable way.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
2. Improve the health and well-being of York’s population.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters						
3. Improve education, skills development and training for an effective workforce.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters						
5. Help deliver equality and access to all.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b></p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified,</p> <p><b>Uncertainties</b> None identified.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters						
response to its effects.											<p>None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
9. Use land resources efficiently and safeguard their quality.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters						
											<b>Uncertainties</b> None identified.
10. Improve water efficiency and quality.	0	0	0	0	0					0	<b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
11. Reduce waste generation and increase level of reuse and recycling.	0	0	0	0	0					0	<b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design									Cumulative effect of the draft policies	Commentary on the effects of each policy*
	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters						
12. Improve air quality.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	0	0	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
14. Conserve or enhance York’s historic environment, cultural heritage, character and	++	++	++	++	++					++	<p><b>Likely Significant Effects</b> Implementation of policy D9 will support earlier policies concerning the conservation and enhancement of heritage assets by requiring the completion of a Heritage Statement for all development proposals that</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design								Cumulative effect of the draft policies	Commentary on the effects of each policy*
setting.	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters					<p>would affect archaeological and/or historic interests. Further brief guidance on the indicative contents of the Heritage Statement could be included in the accompanying text.</p> <p>Implementation of policy D10 would help to ensure that non designated heritage assets in York are protected and enhanced through the requirement that development proposals will be supported where they are designed to sustain, enhance and value York’s historic environment. This is consistent with the paragraph 126 of the NPPF concerning the conservation and enhancement of the historic environment.</p> <p>There are requirements through these policies that other development in historic locations such as shop fronts / shutters and advertisements do not adversely affect the historic environment. These measures would all help to conserve York’s historic environment by preventing inappropriate development that could adversely impact on the historic environment / cultural heritage.</p> <p>There would be significant positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Placemaking and Design					Cumulative effect of the draft policies	Commentary on the effects of each policy*
15. Protect and enhance York's natural and built landscape.	D9 - City of York Historic Environment Record	D10 – The Significance of Non-Designated Heritage Assets	D11 - Shopfronts	D12 – Advertisements	D13 – Security Shutters		
	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Non - designated heritage assets, as well as shop fronts and advertising signs all form part of the built landscape in York. Implementation of the policies D9 to D13 would help to protect the non designated heritage assets in York and ensure that shop fronts /advertising signs are appropriately designed to blend into the landscape of York.</p> <p>The clear guidance for advertisement design and location would help to ensure that the landscape of York is not adversely affected by inappropriately designed or located signs.</p> <p>Overall impacts of the implementation of these policies would therefore have significant positive effects on this objective.</p> <p>There would be significant positive effects in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

<p style="text-align: center;"><b>Placemaking and Design</b></p> <p><b>SA Objective</b></p> <p style="text-align: center;">D9 - City of York Historic Environment Record</p> <p style="text-align: center;">D10 – The Significance of Non-Designated Heritage Assets</p> <p style="text-align: center;">D11 - Shopfronts</p> <p style="text-align: center;">D12 – Advertisements</p> <p style="text-align: center;">D13 – Security Shutters</p>	<p style="text-align: center;"><b>Cumulative effect of the draft policies</b></p>	<p style="text-align: center;"><b>Commentary on the effects of each policy*</b></p>
<p><b>Summary</b></p> <p>Implementation of these policies would help to have significant positive effects on objectives 14 and 15. The policies would help to protect non-designated heritage assets, which form a key part of the historic environment of York and would help to ensure that the design of shop fronts, advertisements and security shutters do not adversely impact on the historic environment. In particular and through the requirements of Policy D10 relating to the significance of non designated heritage assets, development proposals will be encouraged and supported where they are designed to sustain, enhance, and add value to the special qualities and significance of York’s historic environment. This would have significant positive effects in the short medium and long term.</p> <p>Due to the specific issues which these policies are seeking to address there is no clear relationship with the other SA objectives.</p> <p>No negative effects or uncertainties have been identified with the implementation of these policies.</p>		

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.6 Effects of Green Infrastructure (GI1-6) Policies**

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
1. To meet the diverse housing needs of the population in a sustainable way.	+	+	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies GI1-6 will support provision for diverse housing needs through helping to provide both an attractive setting for all types of housing and access to natural environments and recreational opportunities for all residents.</p> <p>Policies GI1 and GI4, in particular, will support access to greenspaces for those living in relatively high density environments and therefore offer opportunities for recreation and health which are important complements to suitable housing.</p> <p>Appropriate provision of new open spaces within new development (Policy GI6) should ensure that there is a consistent approach to the provision of open space resources of various types and hence equal opportunity of access for those in different kinds of housing.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation, particularly in the provision of open space associated with new development.</p> <p><b>Uncertainties</b></p> <p>None.</p>
2. Improve the health and well-being of York's population.	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>It is expected that policies GI-6 will make a significant contribution to improving the health and well-being of the City's population. Together they establish the basis for the protection, enhancement and provision of open space resources all</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
								<p>residents to take advantage of, both actively and passively.</p> <p>Access to natural and semi-natural environments of various kinds, and in reasonable proximity to where people live and work, is a long-proven benefit to human health. These policies will make a fundamental contribution to help realise that potential, particularly where Green Infrastructure resources can be joined together as a functional network and used as a means of helping to promote sustainable transport (see Policy T5 Strategic Cycle and Pedestrian Network).</p> <p>The policies will play a part in helping to improve City's air quality (Policy ENV1).</p> <p>The policies have the potential to make a significant contribution to maintaining and enhancing the image of the City as a pleasant place to live, work and visit, in turn benefitting the City's economy and hence well-being of the population.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation through securing appropriate funding for provision and that any GI Strategy is able to establish and enhance functional links between various GI resources across the City, complemented by the provision of cycleways, for example.</p> <p><b>Uncertainties</b></p> <p>The extent to which trends in car use, for example, can be stemmed and substituted with more sustainable modes of transport.</p>
3. Improve education, skills development and training for an effective workforce.	+	+	+	+	0	+	+	<p><b>Likely Significant Effects</b></p> <p>If realised to its full potential, the establishment of a Green Infrastructure network across the City could provide a range of opportunities for the training in countryside management and tourism opportunities, for example, as a well as the establishment of new businesses. This is an aspiration that would be realised over the medium and longer term and has uncertainty over implementation.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
								<p>None required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be appropriate funding to establish and maintain a functional GI network across the City which could offer increased opportunities in areas such as woodland management.</p> <p><b>Uncertainties</b></p> <p>Business Interest in using the GI network as the basis for developing training opportunities.</p>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	+	+	+	+	0	+	+	<p><b>Likely Significant Effects</b></p> <p>Strongly linked to Objective 3, the City's 'green economy' has the potential to take advantage of the policy commitments to realise a functional Green Infrastructure network across the City. Equally, related to Objective 2, the maintenance, enhancement and creation of open spaces of various types across the City is a critical part the City's image and role in attracting new businesses and retaining existing ones.</p> <p><b>Mitigation</b></p> <p>None required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be appropriate funding to establish and maintain a functional GI network across the City.</p> <p><b>Uncertainties</b></p> <p>Business Interest in using the GI network as the basis for developing training opportunities.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
5. Help deliver equality and access to all.	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Access to areas of greenspace and other recreational opportunities is a fundamental part of equality of opportunity, particularly for relatively deprived areas and certain groups in society who can become marginalised. In both cases, all the policies are likely to be of benefit over the short, medium and longer term.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation through securing appropriate funding for provision and that deficits in current provision, where these exist, can be addressed.</p> <p><b>Uncertainties</b></p> <p>None</p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	++	0	0	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Related to achieving Objective 5, the provision of a range of accessible open space for all residents will help to minimise the need to travel and encourage a modal shift towards cycling and walking. The policies, by seeking the provision of an integrated network of open spaces, and new provision associated with new development will contribute to achieving the required changes in behaviour. Benefits are likely to be secured over the short, medium and longer term and have the potential to be City-wide, although the contribution of sustainable travel plans could be significant factor in successfully achieving the Objective.</p> <p><b>Mitigation</b></p> <p>Ensuing that the content sustainable travel initiatives complement the opportunities provided by the green infrastructure resource.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
								<p>None.</p> <p><b>Uncertainties</b></p> <p>Implementation of sustainable travel initiatives and synergy with the GI network.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	++	0	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Promoting the expansion and enhancement of open spaces has the potential to play a part in reducing greenhouse gas emissions, related to motor transport by encouraging more sustainable travel behaviour. Benefits are likely to be realised over the medium to longer as enhancement of the green infrastructure resource will take time to realise, as well as needing to be complemented by other policy interventions such as sustainable travel plans (see Policy T8 Minimising and Accommodating Generated Trips).</p> <p>Open spaces and trees have a critical role in managing the effects of climate change as well as natural variability in climate, through flood alleviation, the temporary storage of flood water and shading of buildings, for example. It is important that these policies work in concert with partner policies concerning, for example floodrisk (the City's rivers have significant floodplains [Flood Zone 3] associated with them) (ENV4), density of residential development (H2) and placemaking and design (D1-12).</p> <p><b>Mitigation</b></p> <p>Ensuring that education provision is appropriately supported by and cross-referenced to sustainable design and travel initiatives, environmental quality policies and design policies.</p> <p><b>Assumptions</b></p> <p>None.</p> <p><b>Uncertainties</b></p> <p>Policy integration to address climate change.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>These policies are the centrepiece of realising the aspiration of Objective 8 and will if consistently implemented, help to establish a sustainable green infrastructure structure across the City, with attendant benefits on other sustainability objectives (notably 2, 5, 7, 12, 14 and 15). The particular challenge rests in policy implementation and the extent to which, through the commitment to the preparation of Green Infrastructure Strategy for the City, genuine connectivity between various open space resources can be achieved, and consequently the ability to address various agendas including more sustainable travel and equality of access to open spaces. Full implementation of these policies is a long term project for the whole of the plan period and beyond, although short and medium term activity will be important to establish where the most effective long term benefits can be secured. The GI Strategy will be a significant starting point, and development activity, particularly on strategic sites has the potential to make a significant contribution to new and perhaps connecting green infrastructure.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>Longer term aspiration based on short and medium term activity.</p> <p><b>Uncertainties</b></p> <p>Consistency and timeframe of policy implementation. The extent which new development can contribute to the City's overall GI network in a coherent fashion.</p>
9. Use land resources efficiently and safeguard their quality.	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Safeguarding the quality of the City's green infrastructure resources is an important aspect of resource generally, and these policies will help to realise this objective. In addition, the fundamental linkages between different facets of the land resource are emphasised through these policies, in particular the importance of resource maintenance and enhancement.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
								<b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> The relative place of green infrastructure resource in the consideration of development priorities.
10. Improve water efficiency and quality.	+	+	+	+	+	+	+	<b>Likely Significant Effects</b> The policies will make an important contribution to the maintenance and enhancement of water quality by providing natural filtration of run-off, helping to manage runoff patterns and intensity and promoting the efficient working of natural systems. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> None identified.
11. Reduce waste generation and increase level of reuse and recycling.	0	0	0	0	0	0	0	<b>Likely Significant Effects</b> No link between this objective and the policies has been identified. <b>Mitigation</b> n/a

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
								<b>Assumptions</b> n/a <b>Uncertainties</b> n/a
12. Improve air quality.	++	0	++	++	++	++	++	<b>Likely Significant Effects</b> Promoting the expansion and enhancement of open spaces and tree cover, particularly in the City Centre and along arterial roads where AQMAs have been designated, has the potential to play an important part in improving air quality across the City, both directly through the dispersal and filtration of particulate matter and indirectly through encouraging more sustainable travel behaviour which will help to reduce vehicle emissions. Benefits are likely to be realised over the medium to longer as enhancement of the green infrastructure resource will take time to realise, as well as needing to be complemented by other policy interventions such as sustainable travel plans (see Policy T8 Minimising and Accommodating Generated Trips). <b>Mitigation</b> None identified. <b>Assumptions</b> None. <b>Uncertainties</b> Implementing sustainable travel initiatives such as through sustainable travel plans and realising a green infrastructure network which presents genuine travel choices.
13. Minimise flood risk and reduce the impact of flooding to people	++	++	0	++	++	++	++	<b>Likely Significant Effects</b> The green infrastructure resource is an important part of the City's flood management regime, through providing areas for water to pond during periods of high rainfall and providing buffer areas between river corridors and residential and

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
and property in York.								<p>commercial properties. The significant floodplains associated with the City's main rivers play an important multifunctional role, providing recreational, biodiversity and landscape benefits. Detailed maps of Green Infrastructure and flood risk across the City are set out in Policy SS1,</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> The nature and extent of climate change and extreme events both of which might require a significantly greater contribution from green infrastructure in helping to mitigate their effects.</p>
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b> The City's green infrastructure resource is a fundamental part of the historic character of the City, providing both a setting for buildings and being part of that inherent character, such as the Strays and the formal Parks and Gardens. As such, the protection and enhancement of the GI resource through Policies GI1-6 should help to fully realise the SA Objective. There are particularly important links between Policy GI3 Trees and the suite of policies relating to Placemaking and Design (D1-13).</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Ensuring long term commitments to resource protection and enhancement.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Green Infrastructure							Commentary on the effects of each policy*
	GI1: Green Infrastructure	GI2: Biodiversity and Access to Nature	GI3: Trees	GI4: Green Infrastructure Network	GI5: Protection of Open Space	GI6: New Open Space and Recreation Provision	Cumulative effect of the draft policies	
15. Protect and enhance York's natural and built landscape.	++	++	++	++	++	++	++	<p><b>Likely Significant Effects</b> Strongly related to Objectives 8 and 14, the City's green infrastructure is an integral part of securing this Objective, although it can be vulnerable to long term, cumulative change. As such it will be important to ensure that a strategic view is taken on overall development activity and the potential effects of cumulative change.</p> <p><b>Mitigation</b> Assessment of potential cumulative impacts.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Extent, character and possible cumulative effects of City-wide development over the plan period.</p>

**Summary**

The appraisal of Green Infrastructure policies has identified significant positive effects across many of the objectives. As such these policies are fundamental to realising the sustainable development aspirations for the City over the short, medium and longer term in creating a greener and better connected City which can respond to the needs and aspirations of the population and help to address the impacts of climate change and its natural variability. Their effective implementation will make an important contribution to the health and well-being of York's residents and workers, the ecological integrity of the City, air and water quality and management and the character and quality of the natural and built landscape.

The policies provide the basis for carrying forward aspirations for more sustainable development across the City, although much rests with implementation. There are short, medium and longer term sustainability gains to be realised through implementation of the policies, appropriately supported by other policies relating to travel plans, for example. The green infrastructure policies have a greater or lesser role to play in realising all the SA Objectives and there are important cross-policy linkages to be made, particularly with regard to environmental quality and protection (ENV1-5 and design and the historic environment (D1-13)). Implementation of these policies is complementary with attendant benefits for sustainability.

Some uncertainties exist in relation to the detail of policy implementation, in particular the degree to which enhancement and extension of the green infrastructure network can be realised, although the commitment to drawing up a Green Infrastructure Strategy should provide the basis for a strategic approach to the resource and locally-specific initiatives to enhance the resource, through increasing connectivity for example.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.7 Effects of Managing Appropriate Development in the Green Belt (GB1-4) Policies**

Managing Development in the Green Belt						
SA Objective	GB1: Development in the Green Belt	GB2: Development in Settlements Washed Over by the Green Belt	GB3: Reuse of Buildings	GB4: Exception Sites for Affordable Housing in the Green Belt	Cumulative effect of the draft policies	Commentary on effects of each policy*
1. To meet the diverse housing needs of the population in a sustainable way.	-	0	0	+	0	<p><b>Likely Significant Effects</b> The inherent purpose of Green Belt policy is to restrict and direct development and such this influences the availability of property, particularly affordable housing, although Policy GB4 makes provision for this. Overall the effect of policies is judged to be neutral.</p> <p><b>Mitigation</b> That identified through policy GB4.</p> <p><b>Assumptions</b> None</p> <p><b>Uncertainties</b> The extent of the 'hidden' rural housing need and the impact of Green Belt policy on the local housing market.</p>
2. Improve the health and well-being of York's population.	+	0	0	0	+	<p><b>Likely Significant Effects</b> The Green Belt provides an important recreational and landscape resource for the City's residents within reasonable travelling distance, thus contributing to their health and well-being. Restrictions on development help to protect this. However, access by rights of way can be variable, as can the quality of management leading to a degraded appearance.</p> <p><b>Mitigation</b> Potential for greater access opportunities and land management through the City's proposed Green Infrastructure Strategy (see policies G11 – 4).</p> <p><b>Assumptions</b> None</p> <p><b>Uncertainties</b> none</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Managing Development in the Green Belt						
SA Objective	GB1: Development in the Green Belt	GB2: Development in Settlements Washed Over by the Green Belt	GB3: Reuse of Buildings	GB4: Exception Sites for Affordable Housing in the Green Belt	Cumulative effect of the draft policies	Commentary on effects of each policy*
3. Improve education, skills development and training for an effective workforce.	0	0	0	0	0	<p><b>Likely Significant Effects</b> There is no clear relationship between this Objective and these policies.</p> <p><b>Mitigation</b> n/a</p> <p><b>Assumptions</b> n/a</p> <p><b>Uncertainties</b> n/a</p>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	-	?	0	0	0	<p>Restrictions on commercial development in the Green Belt by definition hinders physical business formation and expansion, although the extent to which this directly affects job creation is uncertain. The overall effect is, however, likely to be minimal, although through appropriate land management there could be some economic opportunities associated with renewable energy crops and woodland management, for example.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> The location of businesses in the low carbon sector which are likely to require land to develop or expand (notwithstanding the identification of three solar farm sites under Policy CC1).</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Managing Development in the Green Belt							
SA Objective	GB1: Development in the Green Belt	GB2: Development in Settlements Washed Over by the Green Belt	GB3: Reuse of Buildings	GB4: Exception Sites for Affordable Housing in the Green Belt	Cumulative effect of the draft policies		Commentary on effects of each policy*
5. Help deliver equality and access to all.	0	0	0	+	+	?	<p><b>Likely Significant Effects</b> Provision for affordable housing in the Green Belt should assist with meeting specific demands for housing and hence meet aspirations for equality of access to housing. The extent to which all 'need' can be met through this means is uncertain, however.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> Consistent application of policy.</p> <p><b>Uncertainties</b> Access to new housing built to high sustainability standards by those with limited means.</p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+	0	0	0	+		<p><b>Likely Significant Effects</b> Green Belt policy helps to focus development on the existing urban area and as such encourages the concentration of service provision compared to a potential tendency for dispersion, particularly along transport corridors, in the absence of Green Belt policy.</p> <p><b>Mitigation</b> None</p> <p><b>Assumptions</b> None</p> <p><b>Uncertainties</b> None</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	+	0	0	0	+		<p><b>Likely Significant Effects</b> Green Belt policy helps to focus development on the existing urban area and as such encourages the concentration of service provision compared to a potential tendency for dispersion, particularly along transport corridors, in the absence of Green Belt policy.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Managing Development in the Green Belt						
SA Objective	GB1: Development in the Green Belt	GB2: Development in Settlements Washed Over by the Green Belt	GB3: Reuse of Buildings	GB4: Exception Sites for Affordable Housing in the Green Belt	Cumulative effect of the draft policies	Commentary on effects of each policy*
						<p>None</p> <p><b>Assumptions</b></p> <p>None</p> <p><b>Uncertainties</b></p> <p>None</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	+	+	0	0	+	<p><b>Likely Significant Effects</b></p> <p>Protection of greenfield land through Green Belt policy contributes to the maintenance of the overall Green Infrastructure of the City, albeit not necessarily managed for public access or wildlife. As such the effects are positive, but need to be complemented by other, more proactive policies, which enhance Green Belt form and function, achieved over the longer term (over the plan period and beyond).</p> <p><b>Mitigation</b></p> <p>The need to encourage more positive management of the Green Belt for wildlife and access, using the proposed Green Infrastructure Strategy for the City (see Policies GI1-6)</p> <p><b>Assumptions</b></p> <p>n/a</p> <p><b>Uncertainties</b></p> <p>The extent to which the Green Belt can be more positively managed for wildlife and access.</p>
9. Use land resources efficiently and safeguard their quality.	+	+	0	0	+	<p><b>Likely Significant Effects</b></p> <p>These policies encourage concentration of development in the existing urban area and use of brownfield land over greenfield. However, by virtue of its proximity to the urban edge, the location of Green Belt land, can sometimes be as or more sustainable than non-Green Belt land.</p> <p><b>Mitigation</b></p> <p>None</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Managing Development in the Green Belt						
SA Objective	GB1: Development in the Green Belt	GB2: Development in Settlements Washed Over by the Green Belt	GB3: Reuse of Buildings	GB4: Exception Sites for Affordable Housing in the Green Belt	Cumulative effect of the draft policies	Commentary on effects of each policy*
						None <b>Uncertainties</b> None
10. Improve water efficiency and quality.	0	0	0	0	0	<b>Likely Significant Effects</b> There is no clear relationship between this Objective and these policies. <b>Mitigation</b> n/a <b>Assumptions</b> n/a <b>Uncertainties</b> n/a
11. Reduce waste generation and increase level of reuse and recycling.	0	0	0	0	0	<b>Likely Significant Effects</b> There is no clear relationship between this Objective and these policies. <b>Mitigation</b> n/a <b>Assumptions</b> n/a <b>Uncertainties</b> n/a

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Managing Development in the Green Belt						
SA Objective	GB1: Development in the Green Belt	GB2: Development in Settlements Washed Over by the Green Belt	GB3: Reuse of Buildings	GB4: Exception Sites for Affordable Housing in the Green Belt	Cumulative effect of the draft policies	Commentary on effects of each policy*
12. Improve air quality.	+	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>Restrictions on development help to maintain air quality through its contribution to the City's Green Infrastructure, although development can be pushed beyond the Green Belt thus increasing commuting distances. Overall, the effect is judged to be neutral.</p> <p><b>Mitigation</b></p> <p>Provision of sustainable transport options.</p> <p><b>Assumptions</b></p> <p>None</p> <p><b>Uncertainties</b></p> <p>The precise effects on commuting patterns.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	+	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>Green Belt can help to perform an important flood mitigation function by helping to steer development away from vulnerable areas, being an additional layer of development control.</p> <p><b>Mitigation</b></p> <p>None</p> <p><b>Assumptions</b></p> <p>None</p> <p><b>Uncertainties</b></p> <p>None</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Managing Development in the Green Belt						
SA Objective	GB1: Development in the Green Belt	GB2: Development in Settlements Washed Over by the Green Belt	GB3: Reuse of Buildings	GB4: Exception Sites for Affordable Housing in the Green Belt	Cumulative effect of the draft policies	Commentary on effects of each policy*
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	++	++	+	0	++	<p><b>Likely Significant Effects</b></p> <p>York's Green Belt plays a significant role as part of the setting for the City and its overall character, particularly in preserving long-distance views into the City. No other policy can systematically and on a City-wide scale achieve this objective, particularly over the long-term.</p> <p><b>Mitigation</b></p> <p>None</p> <p><b>Assumptions</b></p> <p>None</p> <p><b>Uncertainties</b></p> <p>The extent to which required Green Belt release to accommodate development will compromise its overall function.</p>
15. Protect and enhance York's natural and built landscape.	++	++	+	0	++	<p><b>Likely Significant Effects</b></p> <p>York's Green Belt plays a significant role as part of the setting for the City and its overall character. The Green Belt is a significant element of the City's Green Infrastructure resource providing a protected land resource over the long term.</p> <p><b>Mitigation</b></p> <p>None</p> <p><b>Assumptions</b></p> <p>None</p> <p><b>Uncertainties</b></p> <p>The extent to which required Green Belt release to accommodate development will compromise its overall function.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

## Summary

Whilst Green Belt policies are inherently restrictive on new development, the policies contain a degree of flexibility in accommodating specific needs, notably exceptions for the provision of affordable housing. The effectiveness of these policies need to be monitored, but the overall effect of the policies is judged to range from neutral to significant positive, the latter from their role in protecting the City's rural hinterland and hence setting for its unique character. The contribution of Green Belt to the City's Green Infrastructure (Policies G11-6) is particularly significant, being a resource for public access, landscape character, biodiversity, maintenance of air quality and flood risk mitigation, although these functions require active management to achieve their full potential.

No significant negative effects were identified and where there are potential negative effects (for instance with regard to the provision of housing to meet local needs) monitoring on policy effectiveness can be applied.

**Table J.8 Effects of Climate Change (CC1-2) Policies**

Climate Change					
SA Objective	CC1: Renewable and Local Carbon Energy	CC2: Sustainable Design and Construction	Cumulative effect of the draft policies		Commentary on effects of each policy*
1. To meet the diverse housing needs of the population in a sustainable way.	0	+	+		<p><b>Likely Significant Effects</b> Implementation of Policy CC2 is likely to have a positive effect as a result of higher sustainable construction standards leading to improvements to the future housing stock and creating the opportunity for people to occupy/own energy efficient housing, whatever their background.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> The balance between on-site and off-site measures where on-site provision is not allowed for in favour of 'allowable solutions' elsewhere, hence potentially closing opportunities for further energy savings.</p>
2. Improve the health and well-being of York's population.	+	+	+	?	<p><b>Likely Significant Effects</b> Over the longer term, the provision of renewable energy generation for the City and energy efficiency across the City's housing stock could make a contribution to the well-being of the population through greater self-sufficiency (for example and , and standards of building design and construction which should help to reduce energy use, in turn helping those on low incomes. However, these potential benefits apply largely to new build and not those in the existing housing stock where retrofitting to higher energy efficiency standards is a long-term and expensive process.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> The extent to which and how quickly integrated networks of energy provision can be created.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Climate Change				
SA Objective	CC1: Renewable and Local Carbon Energy	CC2: Sustainable Design and Construction	Cumulative effect of the draft policies	Commentary on effects of each policy*
3. Improve education, skills development and training for an effective workforce.	0	0	0	<p><b>Likely Significant Effects</b> There is no clear relationship between this Objective and these policies.</p> <p><b>Mitigation</b> n/a</p> <p><b>Assumptions</b> n/a</p> <p><b>Uncertainties</b> n/a</p>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	++	++	++	<p><b>Likely Significant Effects</b> Full implementation of the policies will help to create the conditions within which a City-wide low carbon economy can be created over the long term, based on sustainably constructed and run new housing stock and City-wide energy generation initiatives. This will make a significant contribution to this objective which would also lead to an increase in employment opportunities in the low carbon sector.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> Consistent, City-wide implementation of the policies.</p> <p><b>Uncertainties</b> The extent to which opportunities for low carbon development are integrated with wider economic development opportunities.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Climate Change				
SA Objective	CC1: Renewable and Local Carbon Energy	CC2: Sustainable Design and Construction	Cumulative effect of the draft policies	Commentary on effects of each policy*
5. Help deliver equality and access to all.	+	+	+	<p><b>Likely Significant Effects</b></p> <p>These policies help to create the conditions under which everyone has access, over the long term, to new energy efficient and low carbon housing, built to a high standard and to sustainable designed and constructed community facilities which could help reduce energy running costs. As a consequence policies CC1 and CC2 would have a positive effect against this Objective.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>Consistent application of policy.</p> <p><b>Uncertainties</b></p> <p>Access to new housing built to high sustainability standards by those with limited means.</p>
6. Reduce the need to travel and deliver a sustainable integrated transport network.	0	+	0	<p><b>Likely Significant Effects</b></p> <p>The requirement in policy CC2 that all new non-residential buildings should achieve BREEAM 'excellent' will ensure that all new qualifying developments have considered aspects of sustainable location within the evaluation. This includes proximity of good public transport networks, thereby helping to reduce transport-related pollution and congestion. This in conjunction with other policies concerning location and transport (such as T1 and T8) will ensure a minor positive effect on this Objective from CC2.</p> <p><b>Mitigation</b></p> <p>None identified, although an enhancement measure could be made by including proximity to public transport and local community facilities by alternatives to the car, as part of those criteria identified for inclusion in the Sustainability Statement identified in the accompanying text to CC2.</p> <p><b>Assumptions</b></p> <p>Consistent application of policy.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its	++	++	++	<p><b>Likely Significant Effects</b></p> <p>It is noted that the modelling completed by Carbon Descent on behalf of the Council indicate that without intervention to reduce carbon emissions, emissions in York could rise by around 31% by 2050. Implementation of the policies has the potential to make a significant contribution, over the long term, to reducing the City's greenhouse gas emissions, with</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Climate Change				
SA Objective	CC1: Renewable and Local Carbon Energy	CC2: Sustainable Design and Construction	Cumulative effect of the draft policies	Commentary on effects of each policy*
effects.				<p>benefits for the City, region and further afield.</p> <p><b>Mitigation</b> None identified</p> <p><b>Assumptions</b> Consistent implementation of the policy.</p> <p><b>Uncertainties</b> Viability of construction to CSH4 and beyond.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	0	0	0	<p><b>Likely Significant Effects</b> CC1 ensures that the effects (if any) of any new development proposals on nature conservation sites and features are considered and given due weight to in the decision making process. This should ensure that there are no adverse effects arising from this policy on this Objective Initial assessment of the three proposed sites for solar farms suggests that are unlikely to be any significant impacts on open space, geodiversity or nature conservation interests (subject to further investigation in one case [Hermitage Farmland]).</p> <p><b>Mitigation</b> None identified, although a range of other policies (such as G11) identify a range of appropriate mitigation measures.</p> <p><b>Assumptions</b> Consistent implementation of the policy.</p> <p><b>Uncertainties</b> None identified</p>
9. Use land resources efficiently and safeguard their quality.	0	0	0	<p><b>Likely Significant Effects</b> The three proposed sites for solar farms at Knapton Moor, Hermitage Farm and Harewood Whin are on agricultural land , but this is not of high quality and in some instances has previously been used for landfill. As such no effects are predicted.</p> <p><b>Mitigation</b> n/a</p> <p><b>Assumptions</b> n/a</p> <p><b>Uncertainties</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Climate Change				
SA Objective	CC1: Renewable and Local Carbon Energy	CC2: Sustainable Design and Construction	Cumulative effect of the draft policies	Commentary on effects of each policy*
				n/a
10. Improve water efficiency and quality.	0	+	+	<p><b>Likely Significant Effects</b> Policy CC2 promotes the efficient use of resources which includes water use as part of a wider sustainable design and construction. As such, over the longer term, there are potentially significant beneficial effects, although this only relates to new build property.</p> <p><b>Mitigation</b> None identified</p> <p><b>Assumptions</b> Consistent implementation of the policy.</p> <p><b>Uncertainties</b> Viability of construction to CSH4 and beyond.</p>
11. Reduce waste generation and increase level of reuse and recycling.	+	+	+	<p><b>Likely Significant Effects</b> The policies promote the efficient use of resources which includes water use as part of a wider sustainable design and construction, and the encouragement reuse and recycling of materials. As such, over the longer term, there are potentially significant beneficial effects, although this only relates to new build property.</p> <p><b>Mitigation</b> None identified</p> <p><b>Assumptions</b> Consistent implementation of the policy.</p> <p><b>Uncertainties</b> Viability of construction to CSH4 and beyond.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Climate Change				
SA Objective	CC1: Renewable and Local Carbon Energy	CC2: Sustainable Design and Construction	Cumulative effect of the draft policies	Commentary on effects of each policy*
12. Improve air quality.	+	+	+	<p><b>Likely Significant Effects</b> Implementation of the policies over the longer term will potentially make a contribution to the enhancement of air quality on a regional and national scale through contributing to a reduction in harmful greenhouse gas emissions.</p> <p><b>Mitigation</b> None identified</p> <p><b>Assumptions</b> None</p> <p><b>Uncertainties</b> The consistency and extent of implementation will determine the long term effects of the policy.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	0	0	<p><b>Likely Significant Effects</b> There is no clear relationship between this Objective and these policies.</p> <p><b>Mitigation</b> n/a</p> <p><b>Assumptions</b> n/a</p> <p><b>Uncertainties</b> n/a</p>
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	0	0	0	<p><b>Likely Significant Effects</b> CC1 ensures that the effects (if any) of any new development proposals on national and internationally designated heritage sites or landscape areas are considered and given due weight to in the decision making process. This should ensure that there are no adverse effects arising from this policy on this Objective.</p> <p><b>Mitigation</b> None identified, although a range of other policies (such as D5, D6 and D7) identify a range of appropriate mitigation measures.</p> <p><b>Assumptions</b> Consistent implementation of the policy.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Climate Change						
SA Objective	CC1: Renewable and Local Carbon Energy		CC2: Sustainable Design and Construction	Cumulative effect of the draft policies		Commentary on effects of each policy*
						<b>Uncertainties</b> None identified
15. Protect and enhance York's natural and built landscape.	0	?	0	0	?	<b>Likely Significant Effects</b> CC1 ensures that the effects (if any) of any new development proposals on national and internationally designated heritage sites or landscape areas are considered and given due weight to in the decision making process. This should ensure that there are no adverse effects arising from this policy on this Objective. In respect of the three proposed solar farms in Policy CC1, concerns have been raised over their potential impact on the landscape, both in their own right and cumulatively (Knapton Moor and Harewood Whin). <b>Mitigation</b> Potential for landscape enhancement and a range of other policies (such as D1) identify a range of appropriate mitigation measures. <b>Assumptions</b> Consistent implementation of the policy. <b>Uncertainties</b> None identified

### Summary

Overall, these policies have the potential to have positive effects on a range of sustainability objectives which seek to promote sustainable development across the City. This is particularly notable in respect of reducing greenhouse gas emissions, creating a low carbon economy and advancing health and well-being. These benefits are likely to be realised over the long term (i.e. beyond the plan period). The net effect across the City as a whole will be a shift towards a low carbon economy (with attendant opportunities for job creation for example) and more sustainably constructed housing, commercial and public building stock. Measurement of the extent and specific impacts of change could be challenging, although area-specific initiatives such as the Derwenthorpe development demonstrate its potential character. Site assessments of the three proposed solar farms under Policy CC1 identify potential ecology and landscape issues, although these are not considered to be significant and could be mitigated.

No potentially negative effects were identified, although the extent and timescale of implementation can be uncertain given the reliance on the private sector for delivery.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.9 Effects of Environmental Quality and Flood Risk (ENV1-5) Policies**

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1- Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
1. To meet the diverse housing needs of the population in a sustainable way.	0	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>None of the policies in this section will have a significant effect in respect of housing delivery, although some will support the delivery of housing in a sustainable manner.</p> <p>The implementation of policies ENV2 and ENV3 will complement the meeting of housing need across the City by facilitating development that is of a good environmental quality, ensuring that levels of pollution and impacts on amenity are reduced within new developments. Although new housing will have some impact on the environment, especially on greenfield land, these policies should have a positive effect in ensuring the development is sustainable.</p> <p>Policies ENV4 and ENV5, meanwhile, will ensure that new development is delivered in sustainable locations away from flood risk areas and/or that appropriate mitigation is implemented (where development is located in Flood Zone 3).</p> <p>Overall, the policies in this chapter have been assessed as having a positive effect on Objective 1.</p> <p><b>Mitigation</b> No mitigation required.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
2. Improve the health and well-being of York’s population.	++	++	++	+	+	++	<p><b>Likely Significant Effects</b></p> <p>Policy ENV1 relates to air quality and states that development will only be permitted if the impacts on air quality are acceptable and it will ensure mechanisms are in place to mitigate adverse impacts and reduce exposure to poor air quality to help protect human health.</p> <p>Policy ENV2 supports this sustainability objective by helping to manage environmental quality. The policy states that development will not be permitted where future occupiers and existing communities would be subject to significant adverse environmental impacts. Further stating that the proposals likely to have such impacts on amenity will need to demonstrate that impacts have been evaluated and proposals will not damage human health.</p> <p>Policy ENV3 will also have a significant positive effect. The policy refers to land contamination, stating that where sites are affected by contamination they must be accompanied by a contamination assessment, with development identified as being at risk not being permitted where a contamination assessment does not fully assess the risks and where remedial measures will not deal effectively with the levels of contamination.</p> <p>The policies seek to ensure that development does not impact upon human health, including new and existing communities, with mitigation measures and studies in certain cases proposed, without such, development will not be permitted and with the policies significant positive effect on health and well-being.</p> <p>As such, the policies should in principle make an important contribution to meeting this objective albeit over the long term and subject to the influence of numerous other factors.</p> <p>Policies ENV4 and ENV5 will indirectly support health and well-being by directing development away from areas of</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
3. Improve education, skills development and training for an effective workforce.	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies contained in this section will not affect education provision. On balance, the policies contained in this chapter have been assessed as having a neutral effect on Objective 3.</p> <p><b>Mitigation</b></p> <p>None required.</p> <p><b>Assumptions</b></p> <p>None.</p> <p><b>Uncertainties</b></p> <p>None.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The majority of policies contained in this section are unlikely to support the creation of jobs and delivery of economic growth.</p> <p>On balance, the policies contained in this chapter have been assessed as having a neutral effect on Objective 4.</p> <p><b>Mitigation</b></p> <p>None required.</p> <p><b>Assumptions</b></p> <p>None.</p> <p><b>Uncertainties</b></p> <p>None.</p>
5. Help deliver equality and access to all.	0	0	0	+	+	+	<p><b>Likely Significant Effects</b></p> <p>None of the policies contained in this chapter are likely to have a significant effect in delivering equality and access for all.</p> <p>Flood Risk (ENV4 and ENV5) policies will aim to promote safety and security of both people and property (an identified component of this objective), by ensuring development is directed away from high risk areas, thus protecting new and existing property.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
							None.
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+	+	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>None of the policies in this section will have a significant effect on reducing the need to travel and delivering a sustainable integrated transport network.</p> <p>However, policies ENV1 and ENV2 will positively impact the delivery of a more sustainable transport network, which will seek to reduce congestion by providing a range of measures to ensure detailed strategies and studies are conducted to ensure that a sustainable integrated transport network can be implemented as part of the proposed developments.</p> <p>For example ENV1 states that for minor or major planning applications, an emission statement should identify how these emissions will be minimised and mitigated against. Further to the policy the Reasoned Justification specifically links to the need for a detailed emissions assessment or a full Air Quality Impact Assessment if a development generates or increases traffic congestion, significant change to traffic volumes, significant change to vehicle speed, significantly traffic composition or includes significant new car parking. Therefore the policy will positively aim to improve traffic congestion, support the reduction in car use and therefore promote sustainable forms of travel.</p> <p>ENV2 would also support a positive effect on this sustainability objective, by ensuring that issues including noise, vibrations, odour, fumes/emissions, which all could be transport issues in proposed developments, are taken into consideration when proposals are considered. This could decrease the use of the car, promote more sustainable forms of transport and improve congestion.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
							<p>Ensuring these policies provide the mitigation measures required to implement the integrated transport network.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation</p> <p><b>Uncertainties</b> Implementing sustainable travel initiatives.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	++	+	+	+	+	++	<p><b>Likely Significant Effects</b></p> <p>Policy ENV1 will have a significant positive effect in minimising greenhouse gases. Other policies do support positive responses to tackling, mitigating and deliver responses to the causes of climate change.</p> <p>ENV1 will have a significant effect because the policy will aim to secure development that has an acceptable impact on air quality and mitigate any adverse impacts. It will reduce emissions to the air, improve air quality and aim for applicants to minimise total emissions from their proposed development, which as this will include carbon emissions will therefore support the goals of the objective to reduce greenhouse gases.</p> <p>ENV2 and ENV3 will also have a positive impact, by supporting the reduction of emissions from proposed developments, ensuring the highest levels of environmental quality and ensuring sites with hazardous material are treated appropriately before development is taken forward.</p> <p>ENV4 will support planning to adapt to the likely effects of climate change, by ensuring development is directed away from areas subject to flood risk. ENV5 will aim to implement adaptation measures to tackle the effects flood risk in new development, thus promoting sustainable design and managing any future risks and consequences of climate change.</p> <p>Therefore overall there will be a significant effect on this sustainability objective, as all the above policies are aiming to minimise greenhouse gas emissions, but also deliver a managed response to the effects of climate change, including those from flood risk.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
8. Conserve and enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for high quality and connected natural environment	+	+	+	+	+	+	<p><b>None</b></p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation</p> <p><b>Uncertainties</b> The effect of wider climate change policies on the environment and what is required to be implemented.</p> <p><b>Likely Significant Effects</b> Although there are no likely significant effects expected, all the policies will deliver some positive benefits to the conservation and enhancement of green infrastructure and the natural environment</p> <p>A number of the policies, particularly ENV5, will deliver some sort of green infrastructure (potentially blue infrastructure in the form of SUDs) that will conserve but also enhance biodiversity and ecology.</p> <p>Policies ENV1, ENV2 and ENV3 aim to protect the environment which will include designated/non designated species and habitats. For example by limiting the issues of air quality, this will not only protect human health, it will reduce the impact on species that have habitats close to the proposed development. Similarly, by managing environmental quality and ensuring that land contamination is dealt with appropriately this could enhance and conserve the ecological assets of the city.</p> <p>Overall, the policies contained in this chapter have been assessed as having a positive effect on Objective 8.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
							None.
9. Use land resources efficiently and safeguard their quality.	0	++	++	0	+	++	<p><b>Likely Significant Effects</b></p> <p>There are likely to be significant positive effects as a result of the implementation of Policy ENV2 and Policy ENV3. Policy ENV2 seeks to protect the environmental quality of the land. The policy states that development will not be permitted where future occupiers and existing communities would be subject to significant adverse environmental impacts, with specific issues relating to dust and vibration relating specifically to safeguarding the quality of the land.</p> <p>Similarly ENV3, which relates to land contamination, will ensure that land is used efficiently and that appropriate assessments on contaminated land have taken place before development occurs. Development identified at risk from contamination will not be permitted where the assessment does not fully assess the risks, and/or where the remedial measures will not deal effectively with the levels of contamination.</p> <p>ENV5, through SUD implementation will also have a positive impact on contamination, with the policy stating it could minimise the risk of pollution.</p> <p>Policies ENV1 and ENV4 have been assessed as having a neutral effect on this objective.</p> <p>Overall, this chapter has been assessed as having a significant positive effect on Objective 9.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b></p> <p>None.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Environment Quality and Protection						
SA Objective	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage	Cumulative effect of the draft policies
Commentary on the effects of each policy*						
10. Improve water efficiency and quality.	0	+	+	0	++	++
<p><b>Likely Significant Effects</b></p> <p>As a result of the implementation of policy ENV5, there could be some potentially significant positive benefits. In terms of water quality, the implementation of SUDs could minimise the risk of pollution and contribute to an improvement in water quality.</p> <p>Policies ENV2 and ENV3 are likely to help ensure that pollution does not impact upon water quality. ENV2 will ensure that development will not be permitted where future occupiers and existing communities would be subject to significant adverse environmental impacts, which would include impacts on water quality. The policy states that if there are likely to be environmental impacts on amenity of the surrounding area, the application must be accompanied by evidence that illustrates impacts have been evaluated and it will not result in a loss of character, amenity or damage to human health, Similarly ENV3, through land contamination assessments, will ensure that there is no impact on water quality, without remedial measures, that could potentially impact sites.</p> <p>Policies ENV1 and ENV4 have been assessed as having a neutral effect on this objective.</p> <p>In light of provisions contained in Policy ENV5 in particular, this chapter has been assessed as having a significant positive effect on water quality.</p> <p><b>Mitigation</b> None.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b> None.</p>						

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
11. Reduce waste generation and increase level of reuse and recycling.	0	0	0	0	0	0	<p><b>Likely Significant Effects</b> The policies contained in this chapter are expected to have a neutral effect on this objective.</p> <p><b>Mitigation</b> None.</p> <p><b>Assumptions</b> None.</p> <p><b>Uncertainties</b> None.</p>
12. Improve air quality.	++	++	+	0	0	++	<p><b>Likely Significant Effects</b> Policy ENV1 specifically relates to air quality and seeks to mitigate adverse impacts of development on air quality, reduce further exposure to poor air quality and protect human health. This entails placing emission strategies with minor and major planning applications, with more detailed information required for major applications which will have a significant impact. This will help to decrease emissions to air, contribute to improvements in local air quality, consistent with the requirements of AQMAs and therefore, the implementation of this policy is expected to have a significant positive effect on this objective.</p> <p>Similarly Policy ENV2 has also been assessed as having a significant positive effect on this objective. The policy states that development will not be permitted where future occupiers and existing communities would be subject to significant adverse environmental impacts due to odour, dust and fumes/emissions, which means the policy supports the goals of the objective to improve air quality.</p> <p>EN3 could have a positive effect on climate change by supporting the reduction of emissions from proposed developments, ensuring the highest levels of environmental quality and ensuring sites with hazardous material are treated appropriately before development is taken forward.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
							<p>All other policies are considered to have a neutral effect for objective 12.</p> <p>Overall, this chapter has been assessed as having a significant positive effect on air quality.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b> Implementing sustainable travel initiatives.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	0	0	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Policies ENV4 and ENV5 are likely to have a significant positive effect on the objective. The policies specifically aim to minimise flood risk, both from new development and on existing development, with Policy ENV5 aiming to promote sustainable drainage.</p> <p>The other policies contained in this chapter have been assessed as having a neutral effect on this objective.</p> <p>Overall, this chapter has been assessed as having a significant positive effect on flood risk.</p> <p><b>Mitigation</b> Development proposed would be subject to detailed flood risk assessment and policies ENV4 and ENV5.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Environment Quality and Protection					Cumulative effect of the draft policies	Commentary on the effects of each policy*
	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage		
14. Conserve or enhance York’s historic environment, cultural heritage, character and setting.	0	+	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>No significant effects on Objective 14 have been identified in respect of the policies contained in this chapter. However, Policy ENV2 specifically sets out that evidence will be required as part proposals where there is the potential for adverse impacts on local character and distinctiveness. This is expected to help ensure that adverse impacts on local character arising from new development are identified, assessed and considered as part of the planning application process.</p> <p>Overall, the policies contained in this chapter have been assessed as having a positive effect on Objective 14.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>Assumed that there will be consistent policy implementation</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
15. Protect and enhance York’s natural and built landscape.	0	+	0	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Although it is unlikely that the policies contained in this chapter will have a significant effect on landscape, there is the potential for several policies to have a positive effect on this objective- Policies ENV2, ENV4 and ENV5. These effects would be to ensure that the natural and built landscape is protected, for example ENV2 would ensure that mitigation measures and evidence are required if there is a potentially an impact on public spaces or open countryside.</p> <p>ENV4 would have a positive impact, by directing proposed development away from areas of flood risk, but also by ensuring that proposed developments do not impact existing built and natural landscapes within York. ENV5, will also support the objective, by ensuring that new development take into consideration flood risk, deliver appropriate mitigation measures therefore protecting the natural and built landscape where required.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Environment Quality and Protection							
SA Objective	ENV1 - Air Quality	ENV2 –Managing Environmental Quality	ENV3 – Land Contamination	ENV4- Flood Risk	ENV5- Sustainable Drainage	Cumulative effect of the draft policies	Commentary on the effects of each policy*
							<p>Overall, the policies contained in this chapter have been assessed as having a positive effect on Objective 15.</p> <p><b>Mitigation</b> None.</p> <p><b>Assumptions</b> Assumed that there will be consistent policy implementation</p> <p><b>Uncertainties</b> None.</p>

**Summary**

The appraisal of Environmental Quality policies has identified significant positive effects across some objectives (6 of the 15 objectives). As such these policies are fundamental to realising the sustainable development aspirations for the City over the short, medium and longer term in creating a city which address the impacts of climate change and its natural variability and ensure development is delivered in a sustainable manner. Their effective implementation will make a significant contribution to the health and well-being of York’s residents and workers, flood risk, air and water quality and management and land quality.

The policies provide the basis for carrying forward aspirations for more sustainable development across the City, although much rests with implementation. There are short, medium and longer term sustainability gains to be realised through implementation of the policies, appropriately supported by other policies relating to travel plans, for example. The environmental quality policies have a greater or lesser role to play in realising all the SA Objectives and there are important cross-policy linkages to be made, particularly with regard to transport (T1-T12), green infrastructure (GI1-GI7) and sustainable development (SD1). Implementation of these policies is complementary with attendant benefits for sustainability.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.10 Effects of Waste (WM1) and Minerals (WM2) Policies**

SA Objective	Waste						Cumulative effect of the draft policies	Commentary on the effects of each policy*
	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management						
1. To meet the diverse housing needs of the population in a sustainable way.	0	0					0	<p><b>Likely Significant Effects</b></p> <p>The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
2. Improve the health and well-being of York's population.	+	+					+	<p><b>Likely Significant Effects</b></p> <p>Policy WM1 will help to reduce the amount of waste which is generated and therefore reduce the amount of waste which is sent to landfill. This will have associated positive health impacts as it would help to ensure that increased health risks from landfilling of waste are avoided.</p> <p>This policy states that new waste facilities will only be allowed where they would not give rise to significant adverse impacts on the amenity of local communities. This approach would help to ensure that there are no adverse health impacts from new waste facilities.</p> <p>Policy WM2 will only allow future areas for mineral extraction / planning applications permitted where there would not be unacceptable levels of pollution and that there are no adverse impacts on the amenities of occupiers/users of nearby dwellings and buildings. Whilst such measures will not directly help to improve the health and well being of York's population they will help to avoid any adverse health impacts from minerals extraction.</p> <p><b>Mitigation</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Waste						Cumulative effect of the draft policies	Commentary on the effects of each policy*
	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management						
								<p>No mitigation required.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
3. Improve education, skills development and training for an effective workforce.	0	0					0	<p><b>Likely Significant Effects</b> The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	+	+					+	<p><b>Likely Significant Effects</b> Implementation of policies WM1 and WM2 will help with the objective of growing a sustainable economy. Policy WM1 provides for the identification of suitable further capacity for the management of future municipal waste arisings. This will ensure that future waste arisings from economic activity and growth will be accommodated in a manner that is consistent with sustainable waste management principles and the waste management hierarchy. WM2 provides for the safeguarding of mineral resources that will be necessary to support future growth in the City of York, and by encouraging increasing reuse and recycling of construction and demolition waste seeks to ensure that such further demands on virgin resources are as sustainable as possible.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								<p>There would also be potential new job creation from new waste and minerals sites which would have positive effects on economic growth.</p> <p><b>Mitigation</b> No mitigation required.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> It is uncertain at this stage the extent to which new waste or minerals sites would create jobs and contribute to growth as it would depend upon the nature and size of such sites as to whether there was any new jobs created and how many.</p>
5. Help deliver equality and access to all.	+	+					0	<p><b>Likely Significant Effects</b> By ensuring the future provision of waste management capacity in York, Policy WM1 will help to ensure that future homeowners and occupiers will continue to have access to municipal waste collection and management services, thereby having positive effects on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Waste						Cumulative effect of the draft policies	Commentary on the effects of each policy*
	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management						
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+	+					+	<p><b>Likely Significant Effects</b></p> <p>Implementation of policy WM1 will help to reduce the need to transport waste through seeking to reduce waste production, co-locating waste facilities where possible and through promoting on site waste management of waste. Policy WM1 also stipulates that planning permission would only be granted for waste facilities in sustainable locations.</p> <p>Implementation of policy WM2 will help to ensure that any new minerals sites are accessible by sustainable modes of transport through a requirement that any new minerals sites are accessible by sustainable modes of transport.</p> <p>For these reasons it is considered that the implementation of these policies would have positive effects on this objective.</p> <p>.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
7. To minimise greenhouse gases that cause climate change and deliver a managed response to its effects.	+	+					+	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies WM1 and WM2 will help to reduce the amount of waste which is sent to landfill, which would help to reduce harmful emissions from landfill where such emissions are not currently captured.</p> <p>The alternative waste management options being promoted seek to maximise the calorific value of waste, and generate most power for least emissions. However, all options will lead to emissions of CH4 and CO2, which would have effects on climate change.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								<p>Policy WM1 will help to have significant positive impacts on waste reduction, to co-locate waste facilities where possible and promote on site management of waste where it arises. Such measures will help to reduce the need to transport waste, reduce vehicle emissions and thereby help minimise greenhouse gas emissions.</p> <p>Policy WM2 specifically states that allocation of any future areas for mineral extraction / planning applications permitted where there would be no significant climate change impacts. This would have long term and permanent positive effects on climate change.</p> <p>Overall effects are therefore considered to be positive with immediate short term as well as medium and long term impacts.</p> <p><b>Mitigation</b> No mitigation required.</p> <p><b>Assumptions</b> No assumptions identified.</p> <p><b>Uncertainties</b> No uncertainties identified.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	0	++					++	<p><b>Likely Significant Effects</b></p> <p>Through seeking to manage waste sustainably in implementing Policy WM1 the Council will only grant permission for new waste facilities where there would not be any significant adverse impacts on the natural environment. This commitment would help to limit the rate of any decline of the natural environment, but would not specifically help to conserve or enhance the natural environment. On this basis there would be no significant effects from Policy WM1 on this objective.</p> <p>Under policy WM2, there may be opportunities for enhancement with the restoration of minerals sites which could help to enhance green infrastructure, biodiversity, geodiversity, flora and fauna. Beneficial after uses in addition to restoration would help to ensure that former minerals sites contribute to an accessible and high quality natural</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								<p>environment.</p> <p>For these reasons overall effects are considered to be significantly positive.</p> <p><b>Mitigation</b></p> <p>Consideration should be given as to whether there should be a commitment through Policy WM1 to encourage measures to enhance the natural environment through permitting new waste facilities, for example through new habitat/planting/greenspace or to at least cross reference to the requirements of Policy G12: Biodiversity.</p> <p><b>Assumptions</b></p> <p>It is assumed that for the granting of minerals working that any sites permitted would be required to put in place appropriate mitigation measures to protect the natural environment whilst the mineral is extracted.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
9. Use land resources efficiently and safeguard their quality.	+	+					+	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies WM1 and WM2 would help to minimise the amount of waste which is sent to landfill, thereby requiring less land for landfill and to use minerals in a sustainable way, which would help to use this natural resource efficiently.</p> <p>Policy WM1 prioritises the importance of developing existing facilities, and also outlines the importance of sustainable locations and so minimising the demand for new land, or land that is inappropriate to the proposed use.</p> <p>Policy WM2 emphasis the reuse and recycling of construction and waste materials seeks to minimise the demand for new aggregates. Where sites are identified, clear commitment is made to site restoration, so effects (in terms of land use), whilst long term are not necessarily permanent.</p> <p>For these reasons effects are considered to be positive in the short, medium and long term.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								<p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
10. Improve water efficiency and quality.	0	+						<p><b>Likely Significant Effects</b></p> <p>WM1 and WM2 seek to reduce the quantity of waste requiring disposal via landfill, which will seek to affect and reduce the quantity/potential contamination risks of any leachate being produced for this disposal route.</p> <p>However, the implementation of these policies could have adverse impacts on water quality without appropriate mitigation measures in place, particularly in respect of waste capacity or minerals sites. However permission for any new waste or minerals sites would need to be consistent with other policies in the plan such as FR2 Surface Water Management and FR3 Ground Water Management and so this would help to avoid potential adverse impacts on water quality.</p> <p>As part of sustainable waste management the Council will only allow new waste facilities where there would be no significant adverse impacts on the natural environment. This would not directly improve water quality but would help to prevent a reduction in water quality, along with other policies in the plan dealing with environmental protection and sustainable design.</p> <p>With regards to new minerals sites these would only be permitted where it is ensured that flood water and drainage is appropriately managed. This would ensure any discharges from the new mineral sites is appropriately captured, treated and discharged to sewer to ensure it would not have an adverse effect on existing water quality. Restoration of minerals sites could help to improve water quality.</p> <p>Overall it is considered that there would be no direct effects from Policy WM1 on this objective but minor positive effects from Policy WM2 through the requirement that new minerals sites are only permitted where flood water and</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								<p>drainage is appropriately managed and potential opportunities for improving water quality as part of the restoration of minerals sites.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
11. Reduce waste generation and increase level of reuse and recycling.	++	++					++	<p><b>Likely Significant Effects</b></p> <p>Implementation of policies WM1 and WM2 will complement the need to reduce waste generation and encourage recycling through effective management of waste, safeguarding of existing waste facilities and provision of new facilities where required. WM2 will help to ensure that minerals are used sustainably and that use of non-renewable mineral resources is minimised.</p> <p>All of the measures in these policies are therefore likely to have significant positive effects on reducing waste generation and increasing re-use and re-cycling.</p> <p><b>Mitigation</b> No mitigation required.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Whilst the policy will have positive impacts on waste reduction, impacts will in part be reliant upon behavioural changes in order to have sustained impacts and there is therefore an element of uncertainty around the extent of</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Waste						Cumulative effect of the draft policies	Commentary on the effects of each policy*
	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management						
								behavioural changes and associated positive effects.
12. Improve air quality.	+	+					+	<p><b>Likely Significant Effects</b></p> <p>Whilst the implementation of these policies will not directly improve air quality, they will help to reduce the need for waste and minerals to be transported by HGV and thereby reduce the distance travelled by any waste collection vehicles. This may have an effect on vehicle movements due to changes in collection frequency; however, as more vehicles are used to collect segregated wastes, this effect is not yet clear. Reductions in the distance travelled and the number of HGV movements would indirectly help to improve air quality across York. There are likely to be short, medium and long term positive effects with respect to improving air quality.</p> <p>In conjunction with the requirements of Policy EQ1 there will be overall positive effects on this objective.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	+					+	<p><b>Likely Significant Effects</b></p> <p>Policy WM1 states that new waste facilities will only be granted planning permission in appropriate sustainable locations. However, this policy does not specifically reference flood risk as a consideration in granting planning permission for new waste sites, but any new waste sites would need to be in accordance with Policies FR1 and FR2 and so overall impacts would collectively ensure no adverse effects..</p> <p>The Councils requirements for sustainable minerals management includes</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								<p><b>Mitigation</b></p> <p>To ensure that there are no adverse impacts on flooding in respect of new waste sites a requirement could be added to Policy WM1 that planning permission would only be granted for new waste facilities in areas at lowest risk of flooding.</p> <p><b>Assumptions</b></p> <p>It is assumed that new waste and minerals sites would only be allowed in areas at lowest risk of flooding, or that appropriate mitigation would be required if any sites were in flood risk areas to minimise risks of flooding.</p> <p><b>Uncertainties</b></p> <p>Whilst flood risk is not a specific consideration for granting of permission for any new waste sites which could create uncertainty in respect of effects flood risk, it is considered that the cumulative effects of policies in the plan (notably FR1 and FR2) would remove any risks of uncertainty in relation to flood risk.</p>
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	+	++					+	<p><b>Likely Significant Effects</b></p> <p>Policy WM1 would only allow permission for new waste facilities where there would not be significant adverse impacts on the historic environment. This would help to prevent any future decline in York's historic environment, but would not directly help to conserve or enhance the historic environment. However, the avoidance of significant adverse impacts and requirement in Policy WM2 (as detailed below) to conserve / enhance the historic environment, as well as requirements of other policies in the plan will help to have positive effects on this objective.</p> <p>Policy WM2 specifically states that any new minerals in the City of York will only be permitted if York's heritage and environmental assets are conserved and enhanced and that proposals do not result in unacceptable harm on the historic environment. This would have significant positive effects on this objective.</p> <p><b>Mitigation</b></p> <p>No mitigation required.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								<p>No assumptions identified.</p> <p><b>Uncertainties</b></p> <p>Whilst the measures in these two policies will help to conserve York's historic environment, the potential impacts from new waste or minerals sites can only be fully considered on a site by site basis.</p>
15. Protect and enhance York's natural and built landscape.	+	++					+	<p><b>Likely Significant Effects</b></p> <p>In accordance with requirements of policy WM1, planning permission would only be granted for new waste facilities where there would not be significant adverse impacts on the natural environment. This would help to prevent decline of the natural environment but would not directly contribute to enhancing York's natural and built landscape.</p> <p>Policy WM2 will only allow future areas for minerals extraction/permission of planning applications if there are no unacceptable impacts on the natural environment.</p> <p>There is also a requirement as part of sustainable minerals management to ensure that once any extraction of minerals has ceased that a high standards of restoration and beneficial after uses are achieved. This could involve landscape enhancements/improvements which would have positive effects on this objective, particularly for the long term once minerals have been worked and sites restored.</p> <p>The measures in these policies will therefore help to ensure that the natural environment is protected from further decline and potentially enhanced through restoration of minerals sites.</p> <p><b>Mitigation</b></p> <p>Consideration should be given to including a requirement in Policy WM1 to enhance the natural environment through new habitats / plantings / greenspace / offsetting, or at least to cross reference to the requirements of Policy GI2: Biodiversity.</p> <p><b>Assumptions</b></p> <p>Whilst the measures in these two policies will help to protect York's natural environment the potential impacts from new waste or minerals sites can only be fully considered on a site by site basis, taking into account the local</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	WM1 Sustainable Waste Management	WM2 Sustainable Minerals Management	Waste				Cumulative effect of the draft policies	Commentary on the effects of each policy*
								characteristics of any sites. <b>Uncertainties</b> None identified.
<p><b>Summary:</b></p> <p>The appraisal of the waste and minerals policies has identified significant positive effects across a range of objectives, notably those relating to transport, conserving green infrastructure and the natural environment, reduction of waste generation, both from reducing waste produced, increasing rates of recycling and managing minerals sustainably. Whilst Policy WM1 will not directly contribute to conserving and enhancing the historic environment, it will help to avoid any potential future decline of the historic environment. However Policy WM2 includes a specific requirement for new minerals sites that York's Heritage Assets are conserved and enhanced. There are opportunities with the restoration of minerals sites to enhance the natural environment of York. Positive sustainability effects on these objectives should result over the short, medium and long term.</p> <p>Positive effects have also been identified in respect of health and well being given that Policy WM1 will help to reduce the amount of waste sent landfill and both of these policies will help to reduce vehicle emissions through reducing the need to transport waste / minerals by HGV. This would also have positive effects on air quality.</p> <p>Positive effects of this policy would complement efforts in the Joint Municipal Waste Management Strategy prepared in conjunction with North Yorkshire County Council and the District Councils within North Yorkshire for dealing with the area's rubbish for the next 20 to 25 years.</p> <p>No direct sustainability effects have been identified in respect of some of the objectives, including housing need, education and equality and access.</p> <p>No negative effects from these policies have been identified.</p> <p>It is recommended that consideration is given to including a requirement in Policy WM1 to enhance the natural environment through new habitats / plantings / greenspace / offsetting, or at least to cross reference to the requirements of Policy G12: Biodiversity.</p> <p>There is some uncertainty around the extent to which there would be behavioural changes in respect of waste reduction for example through recycling and other measures which could have an impact on the positive effects on objective 11. Also and notwithstanding the requirements of Policy ENV4 there is some uncertainty around the potential impact of new waste facilities on flooding since Policy WM1 does not reference flood risk as a consideration in whether to grant permission for new waste facilities.</p>								

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Table J.11 Effects of Transport and Communications Policies T1-T10 and C1

SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
1. To meet the diverse housing needs of the population in a sustainable way.	0	0	0	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The proposed policies have no clear relationship with this objective.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p> <p>None identified.</p> <p><b>Uncertainties</b></p> <p>None identified.</p>
2. Improve the health and well-being of York's population.	++	+	0	0	++	0	++	0	0	0	0	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of policy T2 would help to reduce reliance on vehicle use by improving public transport infrastructure, which would in turn help to reduce vehicle emissions and which could have positive effects in relation to improving health and well being in York, particularly in those areas of poorer air quality covered by the AQMAs.</p> <p>Implementation of policy T1 would help to maximise the use of sustainable modes of transport and requires development proposals to demonstrate that priority is given to pedestrians and cyclists as well as public transport. Alongside measures in Policy T5 to improve and develop new networks for walking and cycling, and T7 to provide an environment more conducive to walking and cycling, policy T1 provides encouragement for more walking and cycling in York which would have</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Transport and Communications													
SA Objective	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure	Cumulative effect of the draft policies	Commentary on the effects of each policy*
													<p>subsequent positive effects on improving the health and well being of York's population in the short, medium and long term.</p> <p>Implementation of policy T8 would help to minimise generated trips from new development. However, the extent of any benefits from this e.g. reduced vehicle emissions (and subsequent health benefits) from fewer car journeys would depend upon the extent and detail of development proposals and how much such developments may impact on the transport network. On this basis it is considered that effects from this policy on this objective are neutral.</p> <p>Implementation of Policy C1 would help to control the effects of developing high quality communications infrastructure, including a requirement that such infrastructure is designed to avoid adverse impact on residential amenity of people and property. Whilst this would not directly help to improve the health and well being of York's population it would help to avoid any adverse health impacts from communications infrastructure.</p> <p>Overall effects on this objective are considered to be significantly positive from the implementation of Policies T1, T5 and T7.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications												Cumulative effect of the draft policies
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
3. Improve education, skills development and training for an effective workforce.	+	+	0	0	+	0	0	0	0	0	+	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of Policies T1 and T2 would help to improve access through the delivery of public transport improvements in York. Whilst these policies would not directly help to improve education, skills development and training, they would help those people in disadvantaged communities have better access to education and training facilities and opportunities through improved public transport provision. On this basis it is considered that there would be positive effects upon this objective from this policy.</p> <p>The majority of the other policies have no clear relationship with this objective.</p> <p>Implementation of Policy C1 would help to support the delivery of high quality communications infrastructure where there would be no adverse effects. High quality communications infrastructure would help to facilitate better access to jobs and training, which would help to improve education and skills development, and have positive effects on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications												Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure	Cumulative effect of the draft policies	
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	+	+	+	+	+	0	0	+	+	0	+	+	<p><b>Likely Significant Effects</b></p> <p>Whilst none of these policies would directly create jobs and deliver growth, maximising the use of sustainable modes of transport and improvements to public transport as set out in Policies T1 and Policies T2 would help to ensure that economic growth is sustainable. These policies would help to ensure that travel associated with any new jobs created are sustainable and can be accommodated within York's integrated transport infrastructure.</p> <p>Implementation of Policy T3 would help to facilitate passenger growth at York station. This would help to further increase access to other areas of the country including London and Manchester Airport and strengthen economic links with these places. It is therefore considered that this policy would help deliver growth of a sustainable economy.</p> <p>Implementation of policy T4 would help to deliver capacity improvements on the highway network in York. This would help to ensure that economic growth in York is not constrained by congestion and would therefore have a positive effect on this objective.</p> <p>Implementation of Policy T5 would help to encourage a modal shift away from private motor vehicle use to more active and sustainable modes of transport, which would help to support sustainable economic growth and have positive effects on this objective.</p> <p>Implementation of Policy T8 would help to ensure that all new development proposals demonstrate mitigation measures for an increase in use of private motor vehicles resulting from the proposed development and include measures to reduce such use. This would help to ensure that any new economic development minimises adverse</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications												Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure	Cumulative effect of the draft policies	
5. Help deliver equality and access to all.	+	+	+	+	+	0	0	0	0	0	+	+	<p>impacts in respect of use of non sustainable modes of transport and encourages greater use of sustainable modes of transport to access new jobs.</p> <p>Policy T9 supports the development of a freight consolidation centre at a site near Askham Bryan. This would help to ensure more efficient delivery of freight across York and the wider Yorkshire region and beyond. This would help to deliver economic growth and have positive effects on this objective.</p> <p>Overall there would be positive effects on this objective in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p> <p><b>Likely Significant Effects</b> Implementation of Policies T1 – T5 would help to deliver greater access to all to be able travel in York through public transport, highway and cycle and pedestrian improvements. This would have a minor positive effect on this objective in the short, medium and long term.</p> <p>Implementation of Policy C1 would help to support the delivery of high quality communications infrastructure where there would be no adverse effects. High quality communications infrastructure would help to</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
6. Reduce the need to travel and deliver a sustainable integrated transport network.	++	++	++	-	++	0	++	++	+	0	0	++	<p><b>Likely Significant Effects</b></p> <p>The various measures in Policies T1-T3 would help to increase use of sustainable modes of transport, which would have significant positive effects upon this objective in the short, medium and long term.</p> <p>Implementation of policy T4 could result in an increase in vehicle use, which would be incompatible with the need to reduce travel. However, there is a distinction between measures looking to reduce travel within the city including between new residential areas and new places of employment, and any measures aimed at improving the strategic road network which will include journeys between York and other strategic destinations. Any measures that look to improve intercity movement (such as those providing upgrades/improvements to the A64, A1237 and A19) could increase vehicle movements. For these reasons it is considered that there would be negative effects from the implementation of this policy on this objective.</p> <p>Implementation of Policy T5 would help to encourage a modal shift</p>
													<p>facilitate better access to community facilities/services and therefore have positive effects on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
													<p>away from private motor vehicle use to more active and sustainable modes of transport. This would help to deliver a sustainable transport network and have significant positive effects on this objective.</p> <p>Implementation of Policy T6 would help to prevent the loss of disused public transport corridors. However, this would not directly help to reduce the need to travel and deliver a sustainable integrated transport network. There would therefore be no significant effects from the implementation of this policy on this objective.</p> <p>Implementation of policies T7 and T8 would have significant positive effects on this objective since both policies seek to control the demand for and impact of private car use.</p> <p>Policy T9 would help to deliver an integrated transport network through the proposed development of a freight control centre. Policy T10 would have no significant effects on this objective as any positive effects would be dependent upon whether any of these safeguarded routes were bought back into use.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
7. To minimise greenhouse gases that	++	++	++	-	++	0	++	+	0	0	0	++	<p><b>Likely Significant Effects</b> Implementation of a number of these policies would help to reduce</p>

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SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
cause climate change and deliver a managed response to its effects.	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		<p>reliance on and use of private motor vehicles. In turn this would help to reduce vehicle emissions and have positive effects in relation to climate change. These policies would therefore have significant positive effects on this objective.</p> <p>Implementation of Policy T4 would result in improvements to the strategic road network would contribute to short term positive effects on this objective (from reducing congestion and so reducing emissions), but medium-long term negative effects arising from increased intercity travel and associated vehicle emissions (including greenhouse gases). Overall it is considered that there would be negative effects from the implementation of this policy on this objective.</p> <p>Overall the implementation of these policies would have significant positive effects on this objective, notwithstanding the negative effects from Policy T4.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
8. Conserve or enhance green infrastructure, biodiversity,	0	0	0	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>There is no clear relationship between the implementation of the majority of these policies and this objective. However, a specific site is mentioned in Policy T9 for the development of a freight consolidation</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
geodiversity, flora and fauna for accessible high quality and connected natural environment.													<p>centre near Askham Bryan.</p> <p>The site for the proposed freight consolidation centre near Askham Bryan is an old arable field which is now reverting back to woodland. The technical officer assessment of the site noted that there may be a significant issue with the ditch on the northern side of the site. This feeds directly into Askham Bog Nature Reserve and therefore has the potential for contamination and influence hydrological flows which are extremely important to the Reserve. Any development will require an assessment to be made on the impact to the SSSI. When considered alongside other policies in the plan, notably the requirements of Policies GI2, GI3 and GI4, and assuming that appropriate mitigation is implemented at the detailed planning application stage for effects on the SSSI it is not considered that there would be any overall adverse effects on this objective from the implementation of Policy T9.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> There is potential for ecological enhancements as part of the development of a freight consolidation centre at Askham Bryan. However, the detail of any such improvements and associated positive effects could only be fully determined at the detailed planning application stage. It is therefore uncertain what if any positive effects there may be on this objective.</p>

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SA Objective	Transport and Communications												Cumulative effect of the draft policies
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		Commentary on the effects of each policy*
9. Use land resources efficiently and safeguard their quality.	+	+	+	-	+	+	+	0	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of a number of these policies would see the development of new transport related infrastructure, which would involve land take and therefore use of land resources. However, it is considered that development of sustainable transport infrastructure would use land efficiently and have positive effects upon this objective.</p> <p>Policy T6 seeks to protect land resources at or near public transport corridors, interchanges and facilities. The policy aims to ensure that best use is made of the development potential around public transport corridors. Re-use of existing public transport corridors and infrastructure would help to reduce the need for new transport infrastructure and use land efficiently in respect of this.</p> <p>Implementation of a freight consolidation centre through Policy T9 would help to co-ordinate the delivery of freight from one location and avoid the requirement for multiple freight consolidation places and use less land, which would have positive effects on this objective.</p> <p>Implementation of Policy T7 would help to control the demand for private motor vehicle use and to reduce the amount of land required for parking spaces, which would have positive effects on this objective.</p> <p>Highway capacity improvements would involve use of land for non sustainable modes of transport which is not considered to be an efficient use of land, and so implementation of Policy T4 would have negative effects upon this objective. However, it is considered that this is unavoidable to avoid congestion problems in York, particularly for the inner ring road as referenced in the supporting explanation text in the plan for Policy T4.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Transport and Communications													
SA Objective	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure	Cumulative effect of the draft policies	Commentary on the effects of each policy*
													<p>Implementation of Policy T10 would help to safeguard existing transport routes and thus help to ensure that less land take is required in the future for transport related uses, which would help to use this existing land resource efficiently and have a positive effect on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
10. Improve water efficiency and quality.	0	0	0	0	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>There is no clear relationship between the implementation of the majority of the policies and this objective. However, a specific site is mentioned in Policy T9 for the development of a freight consolidation centre near Askham Bryan.</p> <p>The site near Askham Bryan is located in close proximity to a SSSI and there could be adverse effects on this SSSI in relation to water quality due to potential run off issues. However, when considered alongside other policies in the plan, notably the requirements of Policy G12, it is not considered that there would be any overall adverse effects on this objective from the implementation of Policy T9.</p> <p><b>Mitigation</b></p> <p>Consideration could be given in Policy T9 to cross referencing to the requirements of other policies in the plan to ensure that there would be</p>

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SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
11. Reduce waste generation and increase level of reuse and recycling.	0	0	0	0	0	0	0	0	0	0	0	0	<p>no adverse effects on water quality.</p> <p><b>Assumptions</b></p> <p>Notwithstanding the requirements of other policies in the plan, it is assumed that if a freight consolidation centre is developed near Askham Bryan that appropriate mitigation would be required if any adverse effects were predicted a result of that development.</p> <p><b>Uncertainties</b></p> <p>There is some uncertainty around the exact environmental impacts that the development of a freight consolidation centre near Askham Bryan may have given the relatively close proximity of this site to a SSSI. Notwithstanding the requirements of other policies in this plan, the exact impacts and mitigation of such a development can only be determined at the detailed planning application stage.</p> <p><b>Likely Significant Effects</b></p> <p>Implementation of Policy T4 would see the development of several highway network capacity improvement schemes and implementation of Policy T5 strategic cycle and pedestrian improvements. This would inevitably result in waste generation. Similarly through Policy T9 there would be waste production from freight consolidation. However, there is always potential in highway schemes to use recycled aggregate as part of the hardcore laid down, so schemes could use recycled products as well as creating waste aggregates. Also and when considered alongside other policies in the plan, notably the requirements of Policy WM1 it is not considered that there would be any overall adverse effects on this objective. On this basis it is considered that there would be no significant effects from the</p>

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SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
													<p>implementation of these policies on this objective.</p> <p>It is considered that there is no clear relationship between the rest of the policies and this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
12. Improve air quality.	++	++	++	-	++	0	+	++	0	0	0	++	<p><b>Likely Significant Effects</b></p> <p>Implementation of Policies T1, T2, T3, T5 and T8 would help to reduce reliance upon the private motor vehicle and increase use of sustainable modes of transport. Together with the requirements of Policy ENV1, there would be positive effects on this objective since increased use of sustainable modes of transport would help to reduce vehicle emissions with subsequent benefits for air quality.</p> <p>York currently has Air Quality Management Areas (AQMA's) for areas of York where the elevated concentrations of nitrogen dioxide are a problem and that there is a risk for human health. Promotion of sustainable modes of transport would help to reduce the concentrations of negative nitrogen dioxides in the AQMA's and further enhance the positive effects of Policies T1, T2, T3, T5 and T8.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Transport and Communications													
SA Objective	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure	Cumulative effect of the draft policies	Commentary on the effects of each policy*
													<p>Implementation of Policy T4 could result in short term improvements in air quality from a reduction in congestion but then medium and long term negative effects as overall vehicle numbers increase.</p> <p>Implementation of Policy T7 would help to minimise reliance upon the car and specifically provides support for development providing designated spaces for lower emission vehicles. This would in turn help to improve air quality and have positive effects on this objective.</p> <p>The development of a freight consolidation centre as identified Policy T9 could result in an increase in HGV use which would lead to an increase in vehicle emissions and have negative effects in relation to air quality. However, when considered alongside other policies in the plan, notably the requirements of Policy ENV1 it is not considered that there would be any overall negative effects on this objective.</p> <p>Overall it is considered that the implementation of Policies T1-3, T5 and T8 would have significant positive effects on this objective in the short, medium and long term.</p> <p>Policy T8 would also have positive effects through the support for providing spaces for lower emission vehicles.</p> <p>Notwithstanding the negative effects arising from Policy T4, overall impacts from the implementation of these policies on this objective is considered to be significantly positive. The Council's Air Quality Action Plan would also help to have positive effects in respect of improving air quality.</p> <p><b>Mitigation</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
13. Minimise flood risk and reduce the impact of flooding to people and property in York.	0	0	0	0	0	0	0	0	0	0	0	0	<p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p> <p><b>Likely Significant Effects</b> The development of new transport infrastructure, public transport, highway and cycle and pedestrian improvements could have adverse effects on this objective without appropriate mitigation in place. However, when considered alongside other policies in the plan, notably Policy ENV4 it is not considered that there would be any adverse effects and so overall effects are considered to be neutral.</p> <p>The proposed freight consolidation centre at Askham Bryan has not been identified as being in an area at risk of flooding.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> It is assumed that new transport related infrastructure would be located in areas at lowest risk of flooding or that such development would need to accord with other policies (e.g. ENV4) in this plan and/or that appropriate mitigation is applied for any adverse effects.</p> <p><b>Uncertainties</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Transport and Communications													
SA Objective	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure	Cumulative effect of the draft policies	Commentary on the effects of each policy*
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	0	0	++	0	0	0	0	0	0	0	0	++	<p><b>Likely Significant Effects</b></p> <p>In general the majority of the policies could have positive or negative effects on this objective dependent upon implementation. However, when considered alongside other policies in the plan, notably the design and placemaking policies, it is not considered that there would be any overall negative effects. Furthermore the Heritage Impact Assessment (HIA) notes that implementation of other policies (design) and where appropriate production of heritage statements for new transport developments would be crucial in ensuring the transport policies have no adverse effects.</p> <p>Implementation of Policy T3 would have significant positive effects on this objective since the policy specifically references that the plan will support proposals that enhance the Grade II Listed station and its setting that conserve and enhance its historic and natural environment.</p> <p>The HIA noted that for Policy T3 that 'proposals that enhance the Grade II* station and its setting that conserve and enhance its historic environment, particularly those that improve the visual amenity at the station and its environs, are likely to result in significant positive impacts on the stations architectural character. Further, as one of York's diverse landmark monuments, the Station buildings add richness and interest to the City's townscape.'</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Transport and Communications											Cumulative effect of the draft policies	Commentary on the effects of each policy*
	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure		
													<p><b>Uncertainties</b></p> <p>There could be enhancements to York’s historic environment, cultural heritage, character and setting through the public transport, strategic highway and cycle and pedestrian improvements outlined in policies T2, T4 and T5. However, any such enhancements could only be determined at the detailed planning application stage and so it is uncertain what if any positive effects there may be and the extent of any positive effects on this objective.</p>
15. Protect and enhance York’s natural and built landscape.	0	0	++	0	0	0	0	0	0	0	0	++	<p><b>Likely Significant Effects</b></p> <p>In general the majority of the policies could have positive or negative effects on this objective dependent upon implementation. However, when considered alongside other policies in the plan, notably the design and placemaking policies, it is not considered that there would be any overall negative effects. Furthermore the Heritage Impact Assessment (HIA) notes that implementation of other policies (design) will be crucial in ensuring no adverse effects in relation to York’s natural and built landscape.</p> <p>Implementation of Policy T3 would have significant positive effects on this objective since the policy specifically references that the plan will support proposals that enhance the Grade II Listed station and its setting that conserve and enhance its historic and natural environment.</p> <p><b>Mitigation</b></p> <p>None identified.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

Transport and Communications													
SA Objective	Policy T1 – Sustainable Access	Policy T2 – Strategic Public Transport Improvements	Policy T3 – York Railway Station and Associated Operational Facilities	Policy T4 – Strategic Highway Network Capacity Improvements	Policy T5 – Strategic Cycle and Pedestrian Improvements	Policy T6 – Development at or Near Public Transport Corridors, Interchanges & Fac.	Policy T7 – Demand Management	Policy T8 – Minimising and Accommodating Generated Trips	Policy T9 – Freight Consolidation	Policy T10 – Safeguarded Routes and Sites	Policy C1 – Communications Infrastructure	Cumulative effect of the draft policies	Commentary on the effects of each policy*
													<p>None identified.</p> <p><b>Uncertainties</b></p> <p>There could be enhancements to York's natural and built landscape through the public transport, strategic highway and cycle and pedestrian improvements outlined in policies T2, T4 and T5. However, any such enhancements could only be determined at the detailed planning application stage and so it is uncertain what if any positive effects there may be and the extent of any positive effects on this objective.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

<p style="text-align: center;"><b>Transport and Communications</b></p> <p><b>SA Objective</b></p> <p><b>Policy T1 – Sustainable Access</b></p> <p><b>Policy T2 – Strategic Public Transport Improvements</b></p> <p><b>Policy T3 – York Railway Station and Associated Operational Facilities</b></p> <p><b>Policy T4 – Strategic Highway Network Capacity Improvements</b></p> <p><b>Policy T5 – Strategic Cycle and Pedestrian Improvements</b></p> <p><b>Policy T6 – Development at or Near Public Transport Corridors, Interchanges &amp; Fac.</b></p> <p><b>Policy T7 – Demand Management</b></p> <p><b>Policy T8 – Minimising and Accommodating Generated Trips</b></p> <p><b>Policy T9 – Freight Consolidation</b></p> <p><b>Policy T10 – Safeguarded Routes and Sites</b></p> <p><b>Policy C1 – Communications Infrastructure</b></p> <p><b>Cumulative effect of the draft policies</b></p>	<p><b>Commentary on the effects of each policy*</b></p>
<p><b>Summary</b></p> <p>There would be significant positive effects on a number of the objectives. Notably objectives, 2, 6, 7, 12, 14 and 15. The majority of the policies would help to increase use of sustainable modes of transport and reduce reliance upon private motor vehicle use. In turn this would help to reduce vehicle emissions which would have significant positive effects in respect of health and well being, climate change and air quality. Overall the policies would help to reduce the need to travel and deliver a sustainable and integrated transport network, which would have significant positive effects on objective 6. Policy T3 specifically references that the plan will support proposals that enhance the Grade II Listed station and its setting that conserve and enhance its historic and natural environment, which would have significant positive effects on objectives 14 and 15. There would be significant positive effects in the short, medium and long term.</p> <p>The policies would have positive effects on objectives 3, 4, 5 and 9. The policies would help to ensure that economic growth is sustainable and that access to jobs and training opportunities can be undertaken by sustainable modes of transport. Increasing capacity at York railway station would help to increase access to the wider Yorkshire region and beyond and have further positive effects in relation to sustainable economic growth. There would also be positive effects on policy T9 as the policies would help to development sustainable transport infrastructure, which is considered to be an efficient use of land and also to safeguard existing transport routes and infrastructure such that they may be able to be re-used in the future. This would help to reduce the amount of new land needed for transport related development and help to use land efficiently.</p> <p>Negative effects have been identified in relation Policy T4 on objectives 6, 7 and 9 due to the fact that implementation of this policy would lead to an increase in vehicle use with subsequent negative effects on climate change and air quality. It is also considered that use of land for non sustainable modes of transport is not an efficient use of land, but as noted above this is unavoidable in order to reduce congestion, particularly on the inner ring road in York.</p> <p>When considered alongside other policies in the plan, it is considered that there would be no overall effects on objectives 8, 10, 11 and 13. Also, it is considered that there is no clear relation between these policies and objective 1.</p> <p>The main uncertainties relates to the fact that development of transport related infrastructure through implementation of these policies could provide enhancements for biodiversity, the historic environment and the natural and built landscape of York.</p>	

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Table J.11 Effects of Delivery and Monitoring: Policy DM1**

SA Objective	Policy DM1: Infrastructure and Developer Contributions	Cumulative effect of the draft policies	Commentary on the effects of each policy*
1. To meet the diverse housing needs of the population in a sustainable way.	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of this policy along with H9 will provide the necessary policy framework to secure affordable housing on new development sites. Furthermore, by ensuring that there is sufficient appropriate social, physical and economic infrastructure to service the needs of any proposed development, including health facilities, education and community facilities, the policy makes a substantial contribution to ensuring the resulting development is an attractive place to live, compatible with the Vision, Spatial Strategy and Objectives of the Local Plan.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> None identified.</p>
2. Improve the health and well-being of York's population.	+	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of policy DM1 would help to improve the health and well-being of York's population through the provision of physical, social and green infrastructure which is referenced within the policy. The provision of community facilities, sports pitches, education facilities green infrastructure and public transport improvements all have the potential to provide opportunities for physical exercise or improve social interaction and personal wellbeing. Developer contributions will also be expected to be made towards healthcare and emergency facilities.</p> <p>The policy has the potential to make a positive contribution to maintaining and enhancing the image of the City as a pleasant place to live, work</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions	Cumulative effect of the draft policies	Commentary on the effects of each policy*
			<p>and visit, in turn benefitting the City's economy and hence well-being of the population.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation</p>
3. Improve education, skills development and training for an effective workforce.	+	+	<p><b>Likely Significant Effects</b></p> <p>Through the delivery of development sites over the plan period, this policy has the potential to deliver additional education facilities and local employment and training initiatives.</p> <p>Implementation of Policy DM1 has the potential to help to facilitate better access to jobs and training, which would help to improve education and skills development, and have positive effects on this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions	Cumulative effect of the draft policies	Commentary on the effects of each policy*
4. Create jobs and deliver growth of a sustainable, low carbon and inclusive economy.	+	+	<p><b>Likely Significant Effects</b></p> <p>Through the delivery of new infrastructure to service the proposed development, policy DM1, along with the wider local plan, has the potential to create jobs directly. The policy also has the potential to facilitate indirect employment opportunities through local training initiatives funded through new development identified to meet housing and employment needs for the City of York.</p> <p>Overall there would be positive effects on this objective in the medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation</p>
5. Help deliver equality and access to all.	+	+	<p><b>Likely Significant Effects</b></p> <p>Implementation of Policy DM1 alongside Policy H9 has the potential for positive effects upon this objective as it would help to improve affordability across the housing market and therefore give the population of York greater access to housing and therefore reduce inequality. This policy would therefore have positive effects in relation to this objective in the short, medium and long term.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions		Cumulative effect of the draft policies		Commentary on the effects of each policy*
					None identified. <b>Uncertainties</b> Consistency and timeframe of policy implementation.
6. Reduce the need to travel and deliver a sustainable integrated transport network.	+		+		<b>Likely Significant Effects</b> New development will be expected to both include the necessary infrastructure required to service it and infrastructure required to meet local and wider demand. The infrastructure development plan will include provision for sustainable transport improvements including pedestrian, cycle and public transport schemes as well as transport infrastructure schemes and behavioural change measures to create more sustainable patterns of access and mobility. It is considered that the implementation of Policy DM1 along with the various measures in T1-T3 , T5 , T7 and T8 will help to increase the use of sustainable modes of transport, which would have positive effects upon this objective in the short, medium and long term. <b>Mitigation</b> None identified. <b>Assumptions</b> None identified. <b>Uncertainties</b> Consistency and timeframe of policy implementation.
7. To minimise greenhouse gases that cause climate change and deliver a	+	-	+	-	<b>Likely Significant Effects</b> Implementation of this policy will help to facilitate the use of alternative transport options by supporting the provision of funding for pedestrian, cycle and public transport schemes. Promoting alternative means of transport, other than the private car, will help to reduce the impact

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions		Cumulative effect of the draft policies	Commentary on the effects of each policy*
managed response to its effects.				<p>associated with the level of growth proposed for York which will inevitably increase the number of private journeys when compared to the existing baseline.</p> <p>In turn this would help to reduce the rate of increase in vehicle emissions (including greenhouse gases) which could have a positive effect in relation to climate change. However, given the level of growth proposed for York, greenhouse gas emissions are anticipated to increase over and above the existing baseline. The effective implementation of this policy (as well as others within the Local Plan) would therefore have positive effects on this objective. However given that there is likely to be an increase in greenhouse gases, the policy has been appraised as having positive and negative effects against this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>
8. Conserve or enhance green infrastructure, biodiversity, geodiversity, flora and fauna for accessible high quality and connected natural environment.	+		+	<p><b>Likely Significant Effects</b></p> <p>The policy which will be supported by the Infrastructure Delivery Plan identifies that developers will be expected to make a contribution towards green infrastructure, public open space and environmental improvements.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b></p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions	Cumulative effect of the draft policies	Commentary on the effects of each policy*
			<p>It is assumed that funding for green infrastructure will be implemented in accordance with the Green Infrastructure Strategy.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>
9. Use land resources efficiently and safeguard their quality.	+	+	<p><b>Likely Significant Effects</b> The implementation of this policy and in particular its reference to the Infrastructure Delivery Plan has been appraised positively against this objective. The Infrastructure Delivery Plan identifies the types of site specific and strategic infrastructure which will be delivered through this policy. This includes protecting the environment through environmental improvements and addressing land contamination.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>
10. Improve water efficiency and quality.	+	+	<p><b>Likely Significant Effects</b> The implementation of this policy has the potential to have a positive effect upon this objective. The Infrastructure Delivery Plan which will support the local plan identifies that drainage and flood protection measures will need to be funded to assist in the delivery of development proposals across York. Improved drainage and attenuation measures can help to reduce surface water run-off reducing pollutants being discharged in to watercourses and main rivers.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions	Cumulative effect of the draft policies	Commentary on the effects of each policy*
			<p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>
11. Reduce waste generation and increase level of reuse and recycling.	+	+	<p><b>Likely Significant Effects</b> The implementation of this policy has the potential to have a positive effect upon this objective. The Infrastructure Delivery Plan which will support the local plan identifies that waste facilities are a form of infrastructure which developers will be required to make a financial contribution towards.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> Whilst the policy along with the implementation of WM1 have the potential to provide infrastructure to promote/facilitate waste reduction, impacts will in part be reliant upon behavioural changes in order to have sustained impacts and there is therefore an element of uncertainty around the extent of behavioural changes and associated positive effects.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions		Cumulative effect of the draft policies		Commentary on the effects of each policy*
12. Improve air quality.	+	-	+	-	<p><b>Likely Significant Effects</b></p> <p>In accordance with the appraisal against Objective 7, the implementation of this policy will help to facilitate the use of alternative transport options by supporting the provision of funding for pedestrian, cycle and public transport schemes. Promoting alternative means of transport, other than the private car, will help to reduce the impact associated with the level of growth proposed for York which will inevitably increase the number of private journeys when compared to the existing baseline.</p> <p>In turn this would help to reduce the rate of increase in vehicle emissions and which could have positive effects in relation to local air quality. The effective implementation of this policy would therefore have positive effects on this objective. However, given the level of growth proposed for York there remains the potential for adverse effects associated with an increase in vehicle movements with preliminary transport modelling predicting that the number of trips undertaken on the highway network overall could increase by approximately 2.5% per year, on average, over the Local Plan period and could leading to significant increases in delay on it. As such there remains the potential for negative effects associated with the policy when assessed against this objective.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>
13. Minimise flood risk and reduce the impact of flooding to people and property in	+		+		<p><b>Likely Significant Effects</b></p> <p>The Infrastructure Delivery Plan which will support the local plan identifies that drainage and flood protection measures will need to be funded to assist in the delivery of development proposals across York. Improved drainage and attenuation measures can also help to reduce surface</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions	Cumulative effect of the draft policies	Commentary on the effects of each policy*
York.			<p>water run-off and reduce the risks of any flooding.</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> Development proposed would be subject to detailed flood risk assessment and policies ENV4 and ENV5.</p> <p><b>Uncertainties</b> Consistency and timeframe of policy implementation.</p>
14. Conserve or enhance York's historic environment, cultural heritage, character and setting.	+	+	<p><b>Likely Significant Effects</b> In general the implementation of this policy has the potential for positive impacts particularly where it leads to environmental enhancement, green infrastructure provision and new public open space. These features are a fundamental part of the historic character of the City, providing both a setting for buildings and being part of that inherent character</p> <p><b>Mitigation</b> None identified.</p> <p><b>Assumptions</b> None identified.</p> <p><b>Uncertainties</b> Ensuring long term commitments to resource protection and enhancement.</p>

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

SA Objective	Policy DM1: Infrastructure and Developer Contributions	Cumulative effect of the draft policies	Commentary on the effects of each policy*
15. Protect and enhance York's natural and built landscape.	0	0	<p><b>Likely Significant Effects</b>            No significant effect is anticipated in connection with this objective. The delivery of high quality built development which utilises high quality materials will be outside of the financial contributions which developers are expected to provide..</p> <p><b>Mitigation</b>            None identified.</p> <p><b>Assumptions</b>            None identified.</p> <p><b>Uncertainties</b>            Consistency of policy implementation.</p>

**Summary**  
 Policy DM1 is concerned with ensuring that the physical, social and green infrastructure needed to support the level of development which is proposed for York. The level of required infrastructure, its timescale for delivery and anticipated funding streams are set out in a Infrastructure Delivery Plan.  
 The proposed policy has been assessed positively against most of the objectives on the basis that the implementation of this policy will help to ensure that development is brought forward alongside the necessary infrastructure required to meet local and wider demand. The potential for negative effects have been identified in relation to Objectives 7 and 12 given the forecast increase in vehicles over the plan period.

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

**Key**

<b>Symbol</b>	<b>Likely Effect on the SA Objective</b>
<b>++</b>	The policy is likely to have a significant positive effect
<b>+</b>	The policy is likely to have a positive effect
<b>0</b>	No significant effect / no clear link
<b>?</b>	Uncertain or insufficient information on which to determine effect
<b>-</b>	The policy is likely to have a negative effect
<b>--</b>	The policy is likely to have a significant negative effect

\*Consideration of the likely significant effects includes short, medium and long-term effects, permanent and temporary effects, positive and negative effects, as appropriate.

# Appendix K

## Policy and Sites Audit Trail

## **Audit Trail Policy Topics**

1. Vision and Outcomes
2. Sustainable Development
3. Drivers of Change
4. Distribution of Growth
5. York City Centre
6. York Central
7. Scale of Employment Growth
8. Location of Employment Growth
9. Retail
10. Scale of Housing Growth
11. Location of Housing Growth
12. General Housing Market
13. Gypsies, Roma, Travellers and Travelling Showpeople
14. Affordable Housing
15. Community Facilities
16. Education
17. Universities
18. Design and the Historic Environment
19. Green Infrastructure
20. Development in the Greenbelt
21. Renewable Energy Generation
22. Sustainable Design and Construction
23. Environmental Quality
24. Flood Risk, Groundwater and Surface Water Management
25. Communications Infrastructure
26. Waste and Minerals
27. Transport
28. Infrastructure and Developer Contributions

## Policy Topic: Vision and Outcomes

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- Energy White Paper 2003</li> <li>- Securing the future 2005</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Vision is to create a sustainable city.</li> <li>- Includes spatial planning objectives: To ensure the sustainable location, design and construction of development; To ensure economic wellbeing through sustainable economic growth; To meet community development needs; To maintain a quality environment; To minimise motorised transport and promote sustainable forms of transport.</li> <li>- Vision relates to the City's Community Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>- Creating a 'sustainable city' is overarching vision for the future of York, and this approach is welcomed by the sustainability appraisal.</li> <li>- The spatial planning objectives developed from the Community Strategy are generally compatible with the sustainability objectives developed for the sustainability appraisal. The objectives alone will not have an impact on the future sustainability of the York area.</li> </ul>	<ul style="list-style-type: none"> <li>- Vision and objectives should reflect the unique character of York, although recognised that vision must be based on the objectives of the Regional Spatial Strategy (RSS).</li> <li>- Spatial planning objectives should be more detailed and should set out which policy areas they refer to, and in some cases should be more ambitious and positively worded.</li> <li>- Objectives should be ordered to reflect priorities.</li> </ul>	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- Energy White Paper 2003</li> <li>- Securing the future 2005</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Includes further detailed spatial planning objectives, e.g. the greenbelt, York's ecological footprint etc, therefore expanding upon the objectives from the previous plan.</li> </ul>	<ul style="list-style-type: none"> <li>- The LDF objectives are very thorough and cover the majority of sustainability objectives. Additional spatial objectives relating to reducing the need to travel though the location of new development, and ensuring public transport is a viable alternative to</li> </ul>	<ul style="list-style-type: none"> <li>- Clear majority supported option which indicated that to create the vision for the LDF the SCS vision together with other planning issues should be adopted in order to create a unique LDF vision. This should have sustainable development at its heart.</li> <li>- Respondents felt that the vision should set out how we</li> </ul>	- N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			<p>car use need to be considered. Other sustainability objectives not well covered relate to reducing noise impacts and participation.</p>	<p>see York developing over the next 20 years.  - General support for the detailed objectives.  - Objectives should be developed from the vision to provide the broad direction detailed strategy and policies.</p>	
<p><b>Core Strategy Preferred Options – June 2009</b></p>	<ul style="list-style-type: none"> <li>- Energy White Paper 2003</li> <li>- Securing the future 2005</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Less detail included in the spatial planning objectives. Now cover: York’s special historic and built environment, building confident, creative and inclusive communities, a prosperous and thriving economy and a leading environmentally friendly city.</li> <li>- A more detailed vision statement included.</li> </ul>	<ul style="list-style-type: none"> <li>- The LDF objectives deemed to be very thorough and cover the majority of sustainability objectives.</li> </ul>	<ul style="list-style-type: none"> <li>- Support for the vision however it is felt further spatial planning objectives to cover aspects like education that are missed.</li> </ul>	<ul style="list-style-type: none"> <li>- No major change however sustainable development brought to the forefront of the plan to reflect best practice.</li> <li>- Expanded spatial planning objectives to provide further clarity in guiding development.</li> <li>- Inclusion of a ‘high level’ vision statement reflecting the Sustainable Community Strategy and the city’s regional role supported by a fuller descriptive vision provides</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
					more clarity and detail.
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- Energy White Paper 2003</li> <li>- Securing the future 2005</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Vision keeps ‘high level’ vision statement supported by a fuller descriptive vision to provide clarity and detail.</li> <li>- An extra spatial planning objective added relating to education: A world class centre for education and learning for all.</li> </ul>	<ul style="list-style-type: none"> <li>- Supportive of all the spatial planning objectives. SA supportive of vision.</li> </ul>	<ul style="list-style-type: none"> <li>- Vision needs to be set within a global context not just of opportunity but also of vulnerability.</li> <li>-The Government’s growth agenda isn’t adequately picked up.</li> <li>- Question whether York should be a key driver in the region given its characteristics as a compact historic city.</li> </ul>	<ul style="list-style-type: none"> <li>- No change.</li> </ul>
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- Vision now includes a vision statement and four priorities: Create jobs and grow the economy, get York moving, build strong communities and protect the environment. Social inclusion and sustainability cut across all four of these.</li> </ul>	<ul style="list-style-type: none"> <li>- Local Plan priorities are supportive of the SA objectives. No ‘very incompatible’ objectives have been identified during the assessment and all of the SA objectives were considered to be very compatible with one or more of the Local Plan objectives.</li> </ul>	<ul style="list-style-type: none"> <li>- Support for the vision however felt that it is not place specific and puts too much emphasis on economic growth.</li> </ul>	<ul style="list-style-type: none"> <li>Changes made for better clarification of priorities. No change in general approach.</li> </ul>

**Policy Topic: Sustainable Development**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPG13</li> </ul>	<ul style="list-style-type: none"> <li>- Government emphasised Sustainable Development at the heart of the planning system.</li> <li>- Sustainable vision created for the city covering the importance of sustainable development. Sustainable development the overarching goal that underpins the LDF for York.</li> </ul>	<ul style="list-style-type: none"> <li>- Creating a 'sustainable city' is the overarching vision for the future of York which is welcomed by the SA. The spatial planning objectives are generally compatible with the Sustainability objectives for the SA. Essential that policy alternatives presented in sufficient detail.</li> </ul>	<ul style="list-style-type: none"> <li>- Respondents were keen that the vision and objectives should reflect the unique character of York</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- UK sustainable development strategy – 'Securing the Future' (2005)</li> </ul>	<ul style="list-style-type: none"> <li>- The LDF Core Strategy is not produced in isolation but is shaped and influenced by national and regional level, including the UK sustainable development strategy – 'Securing the Future'</li> </ul>	<ul style="list-style-type: none"> <li>- The purpose of Sustainability Appraisal is to promote Sustainable Development through the better integration of sustainability considerations into the preparation and adoption of plans.</li> <li>- The Sustainability Appraisal report will be an integral part of the plan making</li> </ul>	<ul style="list-style-type: none"> <li>- The vision should have sustainable development at its heart. Respondents felt that the vision should set out how we see York developing over the next 20 years. It should address the key issues identified through the evidence base and have regard to all relevant plans and programmes that will influence the future of York, including RSS.</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			process.		
<b>Core Strategy Preferred Options – June 2009</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- UK Sustainable Development Strategy – Securing the Future (2005).</li> </ul>	<ul style="list-style-type: none"> <li>- The LDF must embrace the need to ensure sustainable development by taking full account of the aims, objectives and aspirations of the UK Sustainable Development Strategy – Securing the Future (2005).</li> </ul>	<ul style="list-style-type: none"> <li>- The SA will identify and evaluate a plan's impacts the three dimensions of sustainable development.</li> <li>- The findings of the SA are then taken on board within the Plan's development and reflected in further drafts of the strategies to ensure it maximises its contribution towards sustainable development.</li> </ul>	<ul style="list-style-type: none"> <li>- The approach needs to recognise the essential role that revising the Green Belt boundary which ensures sustainable development.</li> <li>- Ensuring there is a good provision of public transport to encourage and promote sustainable development in York.</li> <li>- Over four-fifths (85%) of respondents think that ensuring new development does not add to the flooding and drainage problems in York will be most effective for sustainable development.</li> <li>- Providing alternative means to landfill to dispose of waste including the promotion of more recycling and the need to make it easier would be an effective way of promoting sustainable development in York and addressing issues of climate change.</li> </ul>	No change
<b>Core Strategy Submission –</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- Draft NPPF</li> <li>- UK Sustainable Development</li> </ul>	<ul style="list-style-type: none"> <li>- National policy influences: The LDF must embrace the need to ensure</li> </ul>	<ul style="list-style-type: none"> <li>- The SA will identify and evaluate a plan's impacts the three dimensions of</li> </ul>	<ul style="list-style-type: none"> <li>- Comments received suggested that the description of the LDF set out in the About the Plan</li> </ul>	No change

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>September 2011</b>	Strategy – Securing the Future (2005).	sustainable development by taking full account of the aims, objectives and aspirations of the UK Sustainable Development Strategy – Securing the Future (2005). - Most policies and sections detail how the policies will contribute or protect sustainable development.	sustainable development. - The findings of the SA are then taken on board within the Plan’s development and reflected in further drafts of the strategies to ensure it maximises its contribution towards sustainable development.	section is not in conformity with national planning policy as it does not mention sustainable development and the role the Core Strategy has in promoting the objectives of sustainable development.	
<b>Local Plan Preferred Options – June 2013</b>	- NPPF - UK Sustainable Development Strategy – Securing the Future (2005).	- The introduction of a sustainable development section dedicated to highlight how the plan is in aims to deliver sustainable development in planning terms for York.	- The policy would positively define sustainable development for York, enabling growth and development in line with the NPPF whilst balancing environmental and social factors specific to the city.	- Overall there was support for the policy with a number of general comments received. There were also a number of objections received including that it was an unnecessary policy, should include a definition of sustainable development in the policy and that the policy should be redrafted to include criteria based policies that planning applications can be determined against.	To reflect the presumption in favour of sustainable development introduced by the NPPF.

## Policy Topic: Drivers of Change

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- Securing the Future 2005</li> <li>- PPS1</li> <li>- PPG2</li> </ul>	<ul style="list-style-type: none"> <li>- Emerging broad options tested.</li> <li>- Land may be needed outside the built up areas of York, but some parcels should be retained as open land.</li> <li>- York identified as part of the Leeds City Region and part of a wider 'York sub area'.</li> </ul>	<ul style="list-style-type: none"> <li>- Creating a 'sustainable city' is the overarching vision for the future of York, and this approach is welcomed by the sustainability appraisal.</li> <li>- Core Strategy should address the role, scale and location of development, and how this can be provided in the most sustainable way.</li> <li>- Analysis focuses on constraints to development rather than opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>- Strategy should provide an indication of the scale of new development required and the amount of land which will be needed to meet the need. It should set out how the strategic objectives translate into strategic policies. Issues and options should set out alternative spatial options. The spatial strategy should not use the Local Plan as a basis, but should outline the RSS approach, and should consider potential conflicts between the housing and employment figures and the need to balance the different aspects of the spatial strategy.</li> </ul>	N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- Securing the Future 2005</li> <li>- PPS1</li> <li>- PPG2</li> </ul>	<ul style="list-style-type: none"> <li>- Brownfield sites first, Greenfield second- no change.</li> <li>- Options presented regarding the location of future development.</li> <li>Option 1: Prioritising settlement accessibility</li> <li>Option 2: Prioritising existing trends -</li> <li>Option 3: Prioritising housing need</li> </ul>	<ul style="list-style-type: none"> <li>- Some matters not fully addressed which need further consideration in relation to preferred approaches to development. Lack of detail regarding the proportion of development needed in different settlements.</li> </ul>	<ul style="list-style-type: none"> <li>- Generally supportive of directing the majority of growth to within, or adjacent to, York's main urban area in preference to further expansion of villages.</li> </ul>	N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		Option 4: A combination of the above broad factors.			
<b>Core Strategy Preferred Options – June 2009</b>	- PPS1 - PPS12	- Strategy articulated through spatial principles rather than a policy. These are: Settlement hierarchy Areas of constraint Brownfield sites first Other options not articulated. - Sieve mapping approach to taking account of primary constraints on development e.g. flood risk. - Areas of search for further land for development identified. - The role of York's main built up area as a Sub-Regional City, providing the primary focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.	- Supportive of settlement hierarchy principles and areas of constraint. Strategic approach will need to limit the amount of unsustainable sites coming forward through identifying planned growth areas (as per the spatial strategy). - support the approach which makes the best use of land by ensuring all development is delivered at appropriate densities to help protect Greenfield land and to support shops, community services and public transport.	- Preservation of the historic character and setting of York was the most significant factor in determining the approach to development. Emphasise the importance of understanding what makes York special, to properly consider the potential impact from development; to balance character against the need for the City to grow, to protect important views, and to distinguish between the different values of each of the historic character and setting categories. - Scale of new development needed to be indicated and the amount of land required should be set out. - Should include the regional or sub-regional picture from the RSS and also should set out how the overall principles might be translated into patterns of development on the ground. The spatial strategy does not set out broad locations for growth.	- Terminology has changed regarding York sub area due to the introduction of the RSS. - Sharpening of policy approach which reflects further work on development of SA and points raised in consultation responses.
<b>Core Strategy</b>	- PPS1 - PPS12	- Spatial principles approach retained. See	- Supports the overall approach taken by the	- Concern with the level of growth and preserving the	- Format changes for better clarity.

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Submission – September 2011</b>	- Draft NPPF	above.	three spatial principles set out in the Spatial Strategy. - SA continues to support this hierarchy and the Core Strategy's focus in supporting development within the Sub-Regional area primarily followed by the Large villages, villages and small villages.	City's special character and setting. Suggested further assessment needed to refine settlement and employment growth. Presumption in favour of Brownfield land not in line with national policy. Criticism of approach and outcome of areas of search for development.	
<b>Local Plan Preferred Options – June 2013</b>	NPPF	- The move to a Local Plan and the combination of NPPF and the revocation of RSS leads to a more specific policy approach to setting out the spatial strategy. Combination of a sub area policy and spatial strategy policies used to set the strategic context.	- The assessment has identified that those preferred options that comprise the spatial strategy would have a positive effect across many of the SA objectives.	- Support for the York sub area policy and for the building of strong, sustainable communities.	- To comply with national policy.

**Policy Topic: Distribution of Growth**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<p>-Securing the Future (2005) - PPS1 - PPS12</p>	<p>- RSS</p> <p>- Development should be focused on Brownfield land. Greenfield land only to be considered after. Development should consider: Preserving the Historic Character and Setting of York, Nature Conservation, and Flood Risk.</p>	<p>- Creating a ‘sustainable city’ is the overarching vision for the future of York, and this approach is welcomed by the sustainability appraisal. - Core Strategy to address matters such as the role, scale and location of development, and how this can be provided in the most sustainable way.</p>	<p>- The strategy should provide an indication of the scale of new development required and the amount of land which will be needed. - Should set out how the strategic objectives translate into strategic policies. - Issues and options should set out alternative spatial options. The spatial strategy should not use the Local Plan as a basis, but should outline the RSS approach, and the spatial strategy should consider potential conflicts between the housing and employment figures and the need to balance the different aspects of the spatial strategy.</p>	<p>- N/A</p>
<p><b>Core Strategy Issues and Options 2 – September 2007</b></p>	<p>-Securing the Future (2005) - PPS1 - PPS12</p>	<p>- RSS</p> <p>- Brownfield sites first, Greenfield second. - Broad Influences: Regional context, relationship between York &amp; its larger villages – accessibility &amp; past market trends, and housing need. - Detailed Influences include</p>	<p>- There is a need to identify Greenfield sites for development in York unless a low growth and high density option is pursued. Analysis focuses on constraints to development rather to opportunities to development.</p>	<p>- Generally supportive of directing the majority of growth to within, or adjacent to, York’s main urban area in preference to further expansion of villages. - Support for the preservation of the historic character and setting of York. - Considered that the correct factors had not been identified</p>	<p>- N/A</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>environmental constraints, historic character and setting of York, nature conservation, Flood risk, Commuting, congestion, City &amp; district centres, and the location of major development sites and opportunities.</p> <ul style="list-style-type: none"> <li>- Broad locations for growth identified.</li> <li>- Options presented regarding the location of future development.</li> </ul> <p>Option 1: Prioritising settlement accessibility  Option 2: Prioritising existing trends  Option 3: Prioritising housing need  Option 4: A combination of the above broad factors</p>		and that other factors over and above those identified.	
<b>Core Strategy Preferred Options – June 2009</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPS12</li> </ul>	<ul style="list-style-type: none"> <li>- A new area added to the major developed opportunities and sites.</li> <li>- Strategy articulated through spatial principles rather than policy. These are: settlement hierarchy, Brownfield sites first. Other options not articulated. Sieve mapping approach to taking account of primary constraints on development e.g. Flood risk.</li> </ul>	<ul style="list-style-type: none"> <li>- Supportive of settlement hierarchy principles and areas of constraint. Recommends adding and assessment of access to services to the consideration of constraints.</li> <li>- Recommends strengthening Brownfield first and adding consideration of impact on transport network.</li> </ul>	<ul style="list-style-type: none"> <li>- An indication of the scale of new development needed and the amount of land required should be set out.</li> <li>- Should include the regional or sub-regional picture from the RSS. The section should also set out how the overall principles might be translated into patterns of development on the ground and how there would be different ways of</li> </ul>	<ul style="list-style-type: none"> <li>- Changes include flood risk as a shaper of development. This reflects best practice.</li> <li>- Further detail regarding the influences for development to provide better clarity. Evolution of the approach</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
				addressing the needs that are identified through different spatial options.	to reflect the SA, consultation responses and the refinement of the policy approach required for the preferred options change. - Sharpening of policy approach which reflects further work on development of SA and points raised in consultation responses.
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPS12</li> <li>- Draft NPPF</li> </ul>	<ul style="list-style-type: none"> <li>- RSS</li> <li>- Spatial principles approach retained. Further areas added to the major developed opportunities and sites.</li> </ul>	<ul style="list-style-type: none"> <li>- Supports the overall approach taken by the 3 spatial principles set out in the Spatial Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>- Concern with the level of growth and preserving the City's special character and setting. Suggested further assessment needed to refine settlement and employment growth</li> <li>- Presumption in favour of Brownfield land not in line with national policy.</li> <li>- Criticism of approach and outcome of areas of search for development.</li> </ul>	<ul style="list-style-type: none"> <li>- Format changes for better clarity.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Local Plan Preferred Options – June 2013</b>	NPPF	The move to a Local Plan and the combination of NPPF and the revocation of RSS leads to a more specific policy approach to setting out the distribution of growth. Combination of policies used to set the strategic context, roles of places patterns of development and the implementation of strategic sites. Policy added regarding the safeguarding of land.	- The assessment has identified that those preferred options that comprise the spatial strategy would have a positive effect across many of the SA objectives.	- A large number of responses were received in relation to the distribution of growth. There were a number of general comments received alongside some support for the policy. There were also a large number of objections received, with the majority of which were concerned with the level of growth being too high and the problems this may create on infrastructure, services and effect on the environment.	- To comply with national policy.

**Policy topic: York City Centre**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<ul style="list-style-type: none"> <li>- PPS6</li> <li>- Living Life to the Full (Department for Culture, Media and Sport 2005).</li> </ul>	<ul style="list-style-type: none"> <li>- The Regional Spatial Strategy (December 2004)</li> <li>- Regional Economic Strategy (2003)</li> <li>- The York Retail Study (Roger Tym and Partners, October 2004)</li> <li>- Community Strategy (CYC 2004)</li> <li>- Making More Use of the Rivers (CYC 2003)</li> <li>- Tourism Strategy (First Stop York Partnership 2005)</li> <li>- Tourism Action Plan (Yorkshire Forward and Yorkshire Tourist Board 2002)</li> <li>- Strategic Framework for the Visitor Economy' (Yorkshire Forward 2005)</li>   <li>- Essential that any proposals for new retail floorspace be of high quality to ensure that the vitality and viability of York City Centre is maintained. Options for the location of retail development include continuing to give priority to York City Centre as the main focus of retailing activity, including the development of a new high profile department store and new format food store and identify areas outside the City Centre for retail growth.</li> <li>- The LDF Core Strategy will provide the opportunity to clearly articulate</li> </ul>	<ul style="list-style-type: none"> <li>- Priority for all types of shop must be given to city centre in line with national policy.</li> <li>- Shows a clear compatibility between the desire to improve the cultural performance and quality of central York, and the need to encourage visitors to stay overnight in York to increase tourism revenue.</li> </ul>	<ul style="list-style-type: none"> <li>- Too focused on city centre and fails to acknowledge that York is more than its city centre.</li> <li>- Over half of the respondents to the Festival of Ideas questionnaire (55%) thought that we should not build more shops in the city centre, compared to 35% who felt that we should.</li> <li>- Options for retail growth should not solely relate to the city centre however most respondents supported giving priority to the city centre.</li> <li>- Support for general improvements to the city centre including: improving the means of delivering goods to the shops; improving the overall shopping environment of pedestrian areas and traditional streets; and encouraging a more extensive café culture.</li> <li>- Space around Clifford's Tower supported for a green space in the city centre as well as including city centre green space on sites such as</li> </ul>	<ul style="list-style-type: none"> <li>- No change to overarching approach</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>the key role of the City Centre across a range of different uses. The LDF City Centre Action Area Plan will provide a strategic planning framework to help deliver the development, transport and environmental priorities required to ensure the City Centre remains a quality place to visit and do business.</p> <p>- It is important that the LDF Core Strategy helps to deliver modern and sustainable tourist and cultural provision. To achieve this a range of improvements and enhancements to the city centre are proposed including improved design and layout of York's public spaces, improved access to the rivers, developing a new hotel, the development of a 'cultural quarter' in the City, contributions to public art from developers and the development of the evening economy.</p>		<p>Hungate.</p> <ul style="list-style-type: none"> <li>- Support for making more use of the rivers and improving public spaces.</li> <li>- Support for improvement to the evening economy, but should relate to more than simply commercial considerations e.g. social, cultural and educational considerations and that there should be specific mention of the need to protect and promote theatres.</li> <li>- Concerns about managing the impact of visitors with a number of respondents pointing out the effects on other businesses of the 4 million tourists who come to the city.</li> <li>-Should invest in ways of improving and enriching what is currently available within the City rather than increasing the current offer.</li> </ul>	
<p><b>Core Strategy Issues and Options 2 – September 2007</b></p>	<p>- PPS6</p>	<ul style="list-style-type: none"> <li>- The York Retail Study (Roger Tym and Partners, October 2004)</li> <li>- Independent Strategic Review of the York Economy' (The Future York Group)</li> <li>- Option put forward for city centre</li> </ul>	<ul style="list-style-type: none"> <li>- City centre focus for retail will ensure accessible shops and not to rely on car travel.</li> <li>- It will be important to ensure that the retail</li> </ul>	<p>See above</p>	<p>- No change to overarching approach</p>

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		<p>focus for retail</p> <ul style="list-style-type: none"> <li>- Number of priorities put forward in recognition of the important contribution tourism makes to York's Economy including improve the setting of the Minster, developing a cultural quarter, creating better linkages between key attractions and sites, establishing a new visitor centre, developing new attractions and facilities to accommodate additional growth in tourism, developing a new high quality hotel, develop the evening economy, encouraging 'green tourism' and improving access to facilities, both for families and people with disabilities.</li> </ul>	<p>centre of York is not performing at too an intense a level that causes harm to the city centre, including historic character and the well-being of residents.</p> <ul style="list-style-type: none"> <li>- Improvements for visitors can also have a direct benefit to the services and cultural facilities available to York residents and overall improvements of York as a place to live. Although it is likely that these benefits will be concentrated in the city centre. Actions to widen the spread of visitor attractions and accommodation throughout the City of York may help achieve wider benefits.</li> <li>- Improvements to the night time economy will be beneficial for residents of York, although care needs</li> </ul>		

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			to be taken to ensure that over concentration of bars, clubs or restaurants in any one area does not harm the amenity for local residents.		
<b>City Centre AAP Issues and Options - July 2008</b>	PPS1 PPS6 PPG15 PPG16	<p>RSS (2008) Community Strategy Local Transport Plan Emerging Core Strategy Emerging YNW AAP</p> <ul style="list-style-type: none"> <li>- Considers what specific measures are needed in the city centre to deliver the objective of the core strategy.</li> <li>- Sets out the issues that are critical to address how to take the city centre forward and options on how these may be tackled.</li> <li>- areas of the city centre selected which are considered to not fulfil their potential but have potential to help deliver the vision for the city centre.</li> <li>- City centre boundary revisions proposed.</li> </ul>	<ul style="list-style-type: none"> <li>- The vision objectives seem to be comprehensive in the issues they cover.</li> <li>- There is a gap in the community life vision for an objective addressing safety and perception of the city centre whereby this is aiming to be improved. It may be valuable to highlight this in the vision section as well as including this as an issue in the community life section to highlight the safer York strategic element of York's Community Strategy.</li> <li>- The vision would also benefit from strengthening the participatory role of</li> </ul>	<ul style="list-style-type: none"> <li>- Would benefit from clearer links to Core Strategy's strategic policies, thus setting limits of AAP. Spatial Vision should flow from Core Strategy but still be locally specific.</li> <li>- Need to establish more detail in strategy and site allocations, e.g. number of houses, scale and mix of commercial development expected to achieve so that AAP can be incorporated into emerging core strategy.</li> <li>- Support for the issues covered</li> <li>- Major issue is sustainable transport. Need to transform poor infrastructure.</li> <li>- Unless plans are economically viable or Government funded they are a waste of time.</li> <li>- Design should be treated as a crosscutting issue.</li> <li>- Whole document could be</li> </ul>	<ul style="list-style-type: none"> <li>- No change but more detail added to core strategy approach.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			visitors to and residents of the city centre in activities and events. The objective “more opportunities and places to express and sample culture from across the city” could be strengthened to include participation as a key objective for city centre events.	stronger on Climate Change and environmental protection	
<b>Core Strategy Preferred Options – June 2009</b>	PPS1 PPS6 PPG15 PPG16	<ul style="list-style-type: none"> <li>- Maintain the city centre as the primary focus for new retail, leisure, tourist and office development, as well as reinforcing its role as the cultural and social hub of the sub-region.</li> <li>- The use and quality of public spaces, as well as links between them and to the rivers, will be comprehensively reviewed, and priority areas identified where improvements are needed now.</li> <li>- Areas on the periphery of the city centre (gateway streets) will be subject to audit and review in order to see how they are performing and how they can be lifted in economic, social and environmental terms.</li> <li>- Opportunities will also be taken to provide for new homes within the city centre, and to improve recreation</li> </ul>	<ul style="list-style-type: none"> <li>- The policy should reference the preparation of the Central Historic Core Conservation Area Appraisal to help promote a proactive approach to development based upon an understanding of what makes the characteristics of York unique and special.</li> <li>- The City Centre Area Action needs to pick up the issues that focus on the provision of specific sites for development and regeneration, housing,</li> </ul>	<ul style="list-style-type: none"> <li>- The approach should be more positive to ensure that the centre develops its role as the primary focus for retail, leisure, tourism and office development.</li> <li>- Should provide a stronger hook for the AAP with a diagram and mini brief.</li> <li>- should contain more detail as to the scale of development proposed for the city centre; the range and mix of uses; and the infrastructure needed to achieve this.</li> <li>- Should define the city centre boundary should place more emphasis on the evening economy and tourism and cultural opportunities</li> <li>- City centre could be</li> </ul>	<ul style="list-style-type: none"> <li>- New policy added to reflect consultation responses and the preparation of an AAP.</li> </ul>

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		and community facilities.	sustainable design and construction, including the prudent use of energy and resources and a framework for decision-making to fully meet sustainable development objectives.	preserved as a tourist and cultural destination with functions such as other economic activities and residential moved out of the centre. - City centre sites in need of regeneration should be the focus of economic development. - Should use all available elements of the city centre, such as space above shops and empty buildings before out of centre locations. - Support for enhancing and extending the public realm, particularly public spaces; gateway streets; and footstreets. - Should emphasise the importance of linking the city centre and York Central highlighting the future role the latter will have in supporting the city centre, particularly though the provision of retail and employment.	
<b>Core Strategy Submission – September</b>	PPS6	<ul style="list-style-type: none"> <li>- York New City Beautiful: Towards an Economic Vision (2010)</li> <li>- Retail Study (2008)</li> <li>- Preserve and enhance the special</li> </ul>	<ul style="list-style-type: none"> <li>- Overall positive impact across the SA objectives.</li> <li>- The policy no longer references a</li> </ul>	<ul style="list-style-type: none"> <li>- Concern about the feasibility of the provision of the number of dwellings in the city centre and the lack of detail on location, type, tenure and</li> </ul>	<ul style="list-style-type: none"> <li>- The policy wording is more comprehensive detailing the</li> </ul>

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2011		<p>qualities and distinctiveness of the City Centre including its unique legacy of historic assets and its natural environment through revitalising the streets, places and spaces of the centre, whilst delivering key commercial developments, vital to ensuring the continued prosperity of the City as a whole and delivering new homes that promote sustainable neighbourhoods.</p> <p>- To be delivered through the AAP, securing retail, office and residential development at key city centre centres, guiding development through a series of development principles, the enhancement and development of 8 areas of change and promoting accessibility and movement.</p>	<p>framework for decision making, which was originally positive for this. Recommends that this is reinstated in the strategic policy to be carried through into the AAP.</p>	<p>justification for their delivery.</p> <ul style="list-style-type: none"> <li>- Reservations about the scale of comparison retail floor space identified for the York Central site, post 2020 and that the policy conflicts with current council policy to develop out-of-town shopping centres.</li> <li>- Clarification sought on what an area of change is. Others agreed in principle to the proposed areas of change but considered them to be too large or neither properly defined nor justified.</li> <li>- Several respondents offered comments relating to movement and accessibility around the city centre, including comments on street furniture, highway configurations and the effects of (alcohol) licensing and planning, on the city centre environment.</li> </ul> <p>Support for the approach to movement and accessibility, adding that the rivers should be used more as strategic transport links.</p>	<p>plans for the city centre to be delivered by the City Centre Area Action Plan</p>

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<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- City of York Economic and Retail Growth Visioning Study (2013)</li> <li>- Consultation Draft City of York Streetscape Strategy and Guidance (2013)</li> <li>- Heritage Topic Paper Update (2013)</li> <li>- New City Beautiful: Toward an Economic Vision (2011)</li> <li>- York Visitor Survey 2011 - 2012 (2011)</li> <li>- York Central Historic Core Conservation Area Appraisal (2011)</li> <li>- City Centre Movement and Accessibility Framework (2011)</li>   <li>- York City Centre recognised as the economic, social and cultural heart of York and that it is vital to the character and future economic success of the wider city.</li> <li>- Its special qualities and distinctiveness will be conserved whilst helping to achieve economic and social aspirations of the Plan.</li> <li>- The streets, places and spaces of the City Centre will be revitalised and key commercial developments will be delivered.</li> <li>- Proposed revisions to city centre boundary.</li> </ul>	<ul style="list-style-type: none"> <li>-The preferred policy approach would have positive and significant positive effects on a range of the SA objectives.</li> <li>- The preferred approach has not been assessed as having significant (or minor) negative effects in any of the SA objectives.</li> <li>- The reasonable alternative was not considered to perform better, in sustainability terms, than the preferred option.</li> </ul>	<ul style="list-style-type: none"> <li>- Overall there was support for the policy with a number of general comments received. There were also a number of objections received including no mention of theatres and that the potential for more homes with the conversion of offices/shops to houses should be taken into account, more needs to be done to convert empty properties to residential use as set out in the upper floors study and</li> <li>- There was support for expanding city centre boundary but more information and justification for proposed changes needed</li> <li>- Highlighted that Castle Piccadilly ST20 is not deliverable- all references to it should be excluded from the plan</li> </ul>	<ul style="list-style-type: none"> <li>- Reference to Areas of Change removed to reflect changes to national guidance and the requirement for proposals to be viable and deliverable.</li> <li>- Quantum of development revised to reflect up to date evidence base.</li> </ul>

**Policy topic: York Central**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<ul style="list-style-type: none"> <li>- PPG4</li> <li>- PPS6</li> </ul>	<ul style="list-style-type: none"> <li>- Selective Review of Regional Planning Guidance (RPG12)(2004)</li> <li>- Emerging RSS</li> <li>- Sub Regional Investment Plan</li> <li>- Regional Economic Strategy</li> <li>- Community Strategy</li> <li>- Planning Brief for York Central (2004)</li>   <li>- Creates an opportunity to allow for the additional development needs of the City to be accommodated in a sustainable location.</li> <li>- A mixed use new neighbourhood underpins the vision including residential, employment and leisure uses and quality civic and open spaces.</li> <li>- Also includes the creation of a modern, central business district, to complement the City Centre and expand and diversify the City's urban economy. It would provide specialist office and business space for Science City York uses and a wider range of</li> </ul>	<p>- York Central, due to the central location and close proximity to the railway station, shops and other services, is likely to have positive benefits against a range of sustainability objectives, particularly by reducing the need to travel, and regenerating an area of central York and therefore bringing improvements to the built environment.</p>	<ul style="list-style-type: none"> <li>- Support for acknowledging York Northwest as a major regeneration area and promotion as a mixed-use development site</li> <li>- Recommend that a York Central specific policy is introduced in the Core Strategy</li> <li>- Wish to see York Central prioritised and promoted as a mixed-use or central business district, although the Core Strategy should be realistic about timescales and what the site can accommodate as well as the need for satisfactory infrastructure.</li> <li>- Opportunities for retail expansion into York Central</li> <li>- Need to consider local services requirements arising from new development, particularly major developments such as York Northwest.</li> <li>- School provision for York Northwest should account should be taken of existing school provision in the locality.</li> </ul>	<p>- N/A</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		office and headquarter functions.			
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- PPG4</li> <li>- PPS6</li> </ul>	<ul style="list-style-type: none"> <li>- Emerging RSS for Yorkshire and the Humber (Submission Draft, December 2005)</li> <li>- HMA (June 2007)</li> <li>- The Future York Group Report</li>   <li>- Identified as major development site, as part of York Northwest</li> <li>- Likely to make a significant contribution to York’s housing need, the regional economy and York’s role within the Leeds City Region.</li> <li>- An Area Action Plan is being prepared to ensure the environmental impact and infrastructure requirements are assessed comprehensively and the opportunities from the development of the sites are maximised.</li> <li>- Access York project to include the provision of a new bridge access into the York Central site to provide a public transport (plus non motorised transport) only access to the site.</li> </ul>	<ul style="list-style-type: none"> <li>- Prioritising economic development on previously developed land in the urban area would be the preferred approach to protect the natural environment and make the best use of land</li> </ul>	<ul style="list-style-type: none"> <li>- See above.</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>York Northwest Area Action Plan Issues and Options Report – November 2007</b>	- PPS1	<ul style="list-style-type: none"> <li>- Baseline report produced alongside issues and options AAP which drew on a range of evidence base documents.</li> <li>- Document covered York Central and British Sugar sites.</li> <li>- Draft vision and range of objectives set out for consultation</li> <li>- Starting point for vision for both sites is to create an exemplar sustainable community, providing innovative, contemporary design of the highest quality – a development which is fully integrated with the city and the wider region, where people want to live and work and business will thrive.</li> <li>- A range of issues and options presented for the wider site.</li> </ul>	<ul style="list-style-type: none"> <li>- The concept of sustainability and the creation of a sustainable and inclusive community are at the core of the York Northwest draft vision and suggested objectives and this approach is welcomed by the sustainability appraisal.</li> <li>- Contains many policy approaches that should help ensure that new development is compatible with the sustainability appraisal objectives.</li> <li>- In determining the preferred options for development at York Northwest, it will be necessary to consider the cumulative impact of policy decisions.</li> </ul>	<ul style="list-style-type: none"> <li>- Support for locating office and light industrial uses (B1) on both York Central and British Sugar sites</li> <li>- Higher density housing was supported at York Central</li> <li>- The most popular option was to provide a range of small scale shopping and community facilities across the site. The second most popular option is providing two local centres one at York Central and one at British Sugar.</li> <li>- There was a high level of support for developing a cultural quarter around the NRM to link with the Museum gardens/Minster.</li> </ul>	- N/A
<b>Core Strategy Preferred</b>	<ul style="list-style-type: none"> <li>- PPG4</li> <li>- PPS6</li> <li>- PPS1</li> </ul>	- Identified as major development site, as part of York Northwest	- Provide opportunity for significant employment space	- The section should provide a stronger hook for the Area Action Plan (AAP) with a diagram and a	- Approach to York Central the same as the Local Plan

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Options – June 2009</b></p>		<p>- Economically it will allow York to fulfil its regional and sub regional role. It has the potential to make a significant contribution to meeting the City’s need for homes, within the wider context of creating sustainable neighbourhoods, and could have a role in enhancing York’s retail offer. Given the location of the York Central area, adjacent to the historic core, it could also have a key role in enhancing York’s commercial, leisure and tourism offer as part of a new urban quarter.</p> <p>- This will be progressed through the York Northwest AAP</p>	<p>and new employment opportunities as well as delivering jobs with training and career prospects for those starting with low skills</p> <p>- Potential to create a vibrant mixed community</p> <p>- Potential to conserve or enhance biodiversity through careful design and provision of new green space</p> <p>- Focusing development in urban areas will help to reduce generation of polluting emissions and greenhouse gases</p> <p>- New development provides the opportunity to promote sustainable design and construction, resource efficiency and renewable energy generation</p>	<p>mini brief</p> <p>- The approach needs more justification and the development numbers need to be translated into the broader strategy.</p> <p>- The site is a massive opportunity holding great significance for York and is essential to achieving the Core Strategy vision, but the proposals seemed to show a lack of ambition for the area.</p> <p>- Should define the boundary of the YNW site.</p> <p>- General support for the uses on the sites.</p>	<p>(2005). Approach now indicates the preparation of an AAP for the York Northwest area.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			- Series of recommendations made.		
<b>Core Strategy Submission – September 2011</b>	- PPS1	<p>- York New City Beautiful – Towards an Economic Vision (2010)</p> <p>- Site allocated as a strategic allocation.</p> <p>- The aim is to realise a new piece of city that complements and enhances the historic core, retains and promotes the qualities of York and connects and integrates into the surrounding built and natural form.</p> <p>- The delivery of York Central Strategic Allocation as a new piece of City will have important economic benefits for the City and region.</p> <p>- Will enable the City to accommodate a significant part of the physical expansion required for a regionally significant employment location along with making a key contribution to meeting the City's housing needs.</p> <p>- Reflecting the opportunities for highly sustainable development the site is being</p>	<p>- The detail of the new policy has taken on board some of the recommendations made at the Preferred Option stage.</p> <p>- Principles for development which are positive in terms of sustainability</p> <p>- The majority of impacts will be determined upon implementation and through the development of the SDD</p> <p>- Particularly positive for the achieving social objectives and aiming to minimise any environmental impacts</p>	<p>- Support for the recognition given to the York Northwest corridor as the most significant area of regeneration in York, and the distinction made between the two strategic allocations in the corridor.</p> <p>- Supported for the intention to preserve and enhance the heritage assets of the corridor in the delivery of its development and requirement, in Policy CS3, for York Central to be developed as a place outstanding quality and design complementing the city.</p> <p>- Concerns in relation to the deliverability of the York Central site in the timescale indicated in the targets/policy CS3 and given the current economic climate.</p> <p>- Questioned whether York Central could physically accommodate the level of growth in terms of offices, housing and retail specified.</p> <p>- More alternatives should be set out in the Core Strategy, including the release of further land (presumably from the Green Belt).</p>	<p>- New policy added to split up York Northwest site into York Central and British Sugar.</p> <p>- Site to be delivered through an SPD not an AAP as previously.</p> <p>- The policy has significantly changed.</p> <p>- The wording and emphasis of the policy has completely changed to form two policies, one for each strategic site.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>promoted as an Urban Eco Settlement</p> <ul style="list-style-type: none"> <li>- Series of principles of development set out to guide proposals.</li> </ul>			
<p><b>Local Plan Preferred Options – June 2013</b></p>	<ul style="list-style-type: none"> <li>- NPPF</li> </ul>	<ul style="list-style-type: none"> <li>- York Northwest Transport Masterplan (2012)</li> <li>- Leeds City Region Housing and Investment Plan 2010 – 2014+ (Leeds City Region and Homes and Community Agency 2010)</li> <li>- York Northwest Area Action Plan Issues and Options Baseline Report (2007)</li> <li>- York Northwest Area Action Plan Issues and Options Report (2007)</li> <li>- York Central is allocated as a Special Policy Area.</li> <li>- This Special Policy Area will enable the creation of a new piece of the city; with exemplar mixed development including a world class urban quarter forming part of the City Centre. This will include; a new central business district, expanded and new cultural and visitor facilities, residential uses and a new vibrant residential community.</li> </ul>	<ul style="list-style-type: none"> <li>- Likely to maximise long-term positive impacts on the social, environmental and economic objectives given that this approach can remain flexible but comprehensive and respond to changing circumstances on this site over its medium to long-term delivery timescale</li> <li>- Of the Alternatives, the option to provide detailed criteria / site allocations was also considered to have a significant positive effect on the historic environment.</li> <li>- This would be beneficial in the site in the short-term, it would generally lack a mechanism of</li> </ul>	<ul style="list-style-type: none"> <li>- Overall there was support for the policy with a number of general comments received. There were also a number of objections received</li> <li>- Concern about the scale of office provision proposed, in view of the difficulties in bringing the site forward the proposed level of office, provision should not be an excuse for not providing offices elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>- Site now a special policy area with reduced quantum of development, to address the difficulties the Council and its partners have faced in delivering York Central it bringing forward the site as a coherent strategic allocation.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<ul style="list-style-type: none"> <li>- Mix of uses set out alongside a series of development principles</li> <li>- Further detail to be set out in an SPD.</li> </ul>	<p>responding to change and issues which may arise or influence the site's development. As such, this alternative was not considered to perform better, in sustainability terms, than the preferred option.</p>		

**Policy Topic: Scale of Employment Growth**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<p>- PPG4</p>	<p>- Employment Land Allocations were based on 19,000 net increase in jobs from 2000-2021 which equated to 55ha for Premier Employment Land, and 28.6ha for Standard Employment Land. - Factors taken into account in relation to future employment sites included: market requirements which were produced by consultants Segal Quince Wicksteed and development constraints.</p>	<p>- Through studies carried out for the City of York Local Plan it was agreed that the economy of York should continue to grow and provide more jobs in the future, but overtime fall in line with the growth levels of a better performing UK economy by 2021. This was identified as the 'medium' growth rate. - Monitoring evidence has shown that the take-up of employment land is not coming forward at the levels expected. The overprovision of employment land was a key issue.. These suggested a review of employment sites and reallocating them where necessary and ensuring employment sites that are more compatible with sustainability objectives are prioritised.</p>	<p>- There was a balance between respondents who felt that the growth figure put forward of 19,000 was too low and those who thought it was too high. Concerns were raised in relation to the capacity of York to accommodate the levels of proposed employment growth and the increase in congestion that would result from more in-commuting. - Some considered it more appropriate that the 19,000 jobs were achieved within the York sub-region rather than just in York. - A number of respondents highlighted the need to balance the number of jobs against the number of homes.</p>	<p>N/A</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 2 – September 2007</b>	- PPG4	<ul style="list-style-type: none"> <li>- Emerging RSS requirement (Submission draft, 2005) 5447 additional jobs 2006-2016 (545 jobs per year).</li> <li>-- Estimate land requirement of 21ha</li> <li>- Employment Land Review (ELR) produced by Consultants SQW 16,000 additional jobs 2006-2021 (1060 jobs per year) Estimate land requirement of 23ha</li> </ul>	<ul style="list-style-type: none"> <li>- The amount and location of employment development has a key role to play in securing sustainable development in York.</li> <li>- Concern over too many sites being allocated then there is the risk that those more favoured by the market and not necessarily best in terms of sustainability are developed first</li> <li>- There are also sustainability impacts if too few sites are allocated as this could lead to difficulties delivering the economic growth required in the area, constraining access to jobs.</li> </ul>	<ul style="list-style-type: none"> <li>- The majority of respondents supported either ELR figures or the higher figures emerging through the RSS.</li> <li>- Whilst it was recognised that the RSS would contain figures on future employment growth, several responses put more weight on the figures expressed in the emerging ELR.</li> </ul>	<ul style="list-style-type: none"> <li>- Employment growth figures reflected the emerging RSS and the Employment Land Review.</li> </ul>
<b>Core Strategy Preferred Options – June 2009</b>	<ul style="list-style-type: none"> <li>- PPG4</li> <li>- Draft PPS4</li> </ul>	<ul style="list-style-type: none"> <li>- Employment Land Review 2 produced by consultants Entec indicated a job total growth between 2006-2029 of 25,600. The projection of the annual job growth to 2029 was forecast as 1,113. The total land requirement was 49.6ha</li> </ul>	<ul style="list-style-type: none"> <li>- A larger amount of land would be required for employment and this would have clear impacts on the take up of greenfield land and consequently biodiversity, landscape and the historic character. It would also</li> </ul>	<ul style="list-style-type: none"> <li>- 43% of respondents agreed with the number of predicted jobs.</li> <li>- 48% of the sample believed the number of predicted jobs should be lower.</li> <li>- The remaining 9% of respondents said that the number should be higher.</li> </ul>	<ul style="list-style-type: none"> <li>- Employment growth figures reflect Employment Land Review 2.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			achieve a higher number of jobs than the workforce available, which would lead to in-commuting and the impacts on the ecological footprint of the city, which could lead to negative social impacts.		
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- PPS4</li> <li>- Draft NPPF</li> </ul>	<ul style="list-style-type: none"> <li>- Employment Topic Paper (2011) included re-evaluated projections of the two Employment Land Reviews due to the global financial crisis.</li> <li>- Stated that around 960 additional jobs per annum was a realistic average figure for the LDF period.</li> <li>- Conclusions based on a slightly lower employment levels compared with the previous figures however a larger margin of choice to be adopted when converting employee numbers into a land requirement for these sectors which results in a position very similar in land requirement to the earlier Employment Land ReviewStage 2 (2009).</li> </ul>	<ul style="list-style-type: none"> <li>- The policy remains positive in achieving the economic objectives set out in the SA.</li> <li>- Central to the policy is the need to provide sufficient land to meet the requirements for job and business growth in the future. This relates to the target to achieve a job growth of 1000 jobs per annum.</li> </ul>	<ul style="list-style-type: none"> <li>- Some respondents felt that 1000 jobs a year is too high in terms of the environmental capacity of York and unrealistic given the current economic climate, others felt that 1000 jobs is inadequate and should be amended (increased) to cover a wider skills range and to include reference to the wider role York has in the region.</li> <li>- Several respondents supported the conclusion that York can support a growth level of 1000 jobs per year and to identify land for employment development.</li> </ul>	<ul style="list-style-type: none"> <li>- Due to the global financial crisis Arup consultants recalculated the employment growth figures and this new evidence base has been reflected.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Local Plan Preferred Options – June 2013</b>	- NPPF	<p>Oxford Economic Forecasting (OEF) produced a series of projections for York for the period 2012 to 2030 as part of the City of York Economic and Retail Growth and Visioning Study (2013). Scenario 2 represented a 'policy-on' scenario based on faster growth in the following sectors for York: advanced manufacturing, science and research, financial and professional services, and tourism and leisure. This gave an employment growth forecast between 2012 and 2030 16,169.</p> <p>- Scenario 2 reflects the Council's ambitions as set out in the York Economic Strategy. Felt to be the most realistic in terms of reflecting the national economy.</p>	<p>- The preferred policy approach would deliver an estimated 16,169 jobs over the plan period, facilitating faster growth in advanced manufacturing, science and research, financial and professional services, and tourism and leisure sectors.</p> <p>- This is expected to support the realisation of the York Economic Strategy, helping the City fulfil its role as a key economic driver within both the Leeds City Region and the York and North Yorkshire Sub Region</p> <p>- The preferred approach has not been assessed as having significant negative effects on any of the SA</p>	<p>- The plan is unrealistic and over ambitious in the current economic climate.</p> <p>- Growth must be controlled and sustainable and take account of falls in employment.</p> <p>-- Concern over 1000 jobs per year figure and how these jobs will be created.</p> <p>- No data clarifying the amount of empty employment space, there is no way of predicting extra floor levels if this isn't taken into account.</p> <p>- Co-location of start-up social enterprises linked to the need for more small office space should be added.</p>	<p>- Changes made to reflect new evidence base.</p>

## Policy Topic: Location of Employment Growth

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- Securing the Future' (2005)</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Sites identified to meet the projected demand for 55ha premier employment land, and 28.6ha standard employment land.</li> <li>- Major employment allocations are reserved for business (B1), general industrial (B2) and storage or distribution (B8) uses, in addition to several smaller allocations (0.5ha or less).</li> </ul>	<ul style="list-style-type: none"> <li>- The location of employment land can have a substantial impact on establishing travel patterns in the area and reducing peoples' need to travel. As reducing the length and amount of trips people make to meet everyday needs is a key component of delivering more sustainable development.</li> </ul>	<ul style="list-style-type: none"> <li>- Over two-thirds (69%) of respondents agree with a new office quarter at York Central. 58% of the sample agree with office development as part of the redevelopment at Terry's, whilst 56% said as part of the redevelopment at Nestle. Just over half (51%) of respondents think office development should be at Monks Cross, whilst 48% said as part of the redevelopment of Layerthorpe.</li> <li>- Respondents were least likely to agree that office development should be in York city centre (37%).</li> <li>- Development should be located where employees can access the site using methods of transport other than the private car, however public transport infrastructure needs to be improved to accommodate new job growth.</li> </ul>	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Three options put forward that could guide the identification of sites</li> <li>Option 1: Apply the following site criteria:                             <ul style="list-style-type: none"> <li>(i) use of previously developed land (ii)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Prioritising economic development on previously developed land in the urban area would be the preferred approach to protect the natural environment</li> </ul>	<ul style="list-style-type: none"> <li>- It was considered locations near good public transport that would result in the reduced use of the private car would make jobs more accessible.</li> <li>- The majority of employment should be focused in York itself. In</li> </ul>	- N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>promote city and district centre locations, followed by sites within the main urban area before considering other options; (iii) Market demand; (iv) Site accessibility by: public transport; the rail network; and walking and cycling; (v) Proximity to University and other institutions; and (vi) Other factors.</p> <p>Option 2: Apply the criteria shown in Option 1, but prioritise market demands.</p> <p>Option 3: Apply the criteria as shown in Option 1, but prioritise other factors identified</p>	<p>and make the best use of land. The SA supports an approach that sees accessibility by public transport as key consideration in the location of new employment sites.</p> <p>- Where employment land choice is left for developers to decide they may prefer greenfield locations with lower development costs. This may be to the detriment of attempts to regenerate previously developed sites within the urban area with impacts on the opportunities to improve the built environment, as well as resulting in the inefficient use of land.</p>	<p>contrast some felt that due to the historic value of the city centre, its more appropriate to develop satellite employment parks on the periphery. Some sites in the green belt might be more sustainable in accessibility terms and should therefore be considered.</p> <p>- Broadly, respondents supported making use of brownfield land and promoting a hierarchy of locations, with a priority for city and district centres before considering other options.</p>	
<p><b>Core Strategy Preferred Options – June 2009</b></p>	<p>- PPS1</p>	<p>- Five options for how the LDF could respond to the changing character of York's economy</p> <p>Option 1: Support the continued development of Science City York and other knowledge-led</p>	<p>- Important that the core strategy pursue an approach that delivers equal access to employment that matches the skills of the residents.</p> <p>- Concern that jobs</p>	<p>- Locating offices near the train station will encourage inward commuting.</p> <p>- Public transport infrastructure needs to be improved to accommodate new job growth.</p> <p>- Sites in need of regeneration should be the focus for economic</p>	<p>- The priority of location of employment growth remains the city centre, with need in smaller, rural locations</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>businesses.</p> <p>Option 2: Promote financial and professional service activities.</p> <p>Option 3: Attempt through the provision of sites to readdress the decline in the manufacturing sector.</p> <p>Option 4: Promote creative industries</p> <p>Option 5: Support and promote other sectors of the economy .</p> <p>- Three options for guiding the identification of employment sites</p> <p>Option 1: Apply the site criteria.</p> <p>Option 2: Apply the criteria but prioritise market demand.</p> <p>Option 3: Apply the criteria but prioritise other factors identified.</p>	<p>promoted though high tech industries and Science City York would only be suitable for certain highly qualified people.</p> <p>Supporting this type of business however, is acknowledged to have potentially significant beneficial impacts for economic growth and the stability of York's economy.</p> <p>- Support for prioritising economic development on previously developed land in the urban area.</p>	<p>development before Green Belt sites.</p> <p>- The strategy should include small scale employment for local needs through reinvestment in declining areas.</p> <p>- Question why some of the B1a offices are proposed out of centre when Sub Regional City Centres like York should be the focus for offices.</p>	<p>acknowledged for diversification of employment.</p>
<p><b>Core Strategy Submission – September 2011</b></p>	<p>- PPS1</p>	<p>- Will support sustainable economic growth delivering increased prosperity whilst respecting the City's special built and natural environment and addressing the challenges posed by climate change. -</p>	<p>- The SA supports that the majority of sites to be delivered are located within the subregional centre which is positive in terms of accessibility and connectivity across the city but also for</p>	<p>- Some respondents felt that the supply of land for 'B' Class uses is inadequate and the Core Strategy fails to address current deficiencies let alone make provision for future growth in these sectors.</p> <p>- Others felt that the policy criteria will not ensure there is a supply of appropriate sites to meet the full</p>	<p>- The former policy has been split into two with the overarching principles.</p> <p>- The general policy approach remains the same with more detail to</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<ul style="list-style-type: none"> <li>- Provision of employment land for the period 2011–2031 will be made, through the Allocations Development Plan Document (DPD) and City Centre AAP, to accommodate the levels of growth. This will be in conformity with Spatial Principles 1, 2 and 3.</li> </ul>	<p>businesses. The SA is cautious however, over the delivery of employment site on the periphery of the sub-regional area as this may increase car trips.</p> <ul style="list-style-type: none"> <li>- The SA supports the policy’s approach to rural industry and diversification in addition to other stated industries</li> </ul>	<p>range of market and employment demand during the plan period, and does not provide support for expansion of existing employment sites.</p>	<p>include more information relating to the retention of existing sites within York.</p>
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- The Council will support development proposals in appropriate highly accessible locations, which attract commercial investment, maintain economic competitiveness and provide employment opportunities for the local community.</li> <li>- In order to encourage economic development and promote a competitive local economy, the Local Plan will make appropriate provision to allow the city to reach its economic growth aspirations.</li> <li>- A number of employment locations are priority areas</li> </ul>	<ul style="list-style-type: none"> <li>- Assessment has identified that criteria and site allocations should ensure that economic development is in locations that: Reduce the need to travel and/or encourage the use of sustainable modes of transport. Avoid adverse impacts on the City’s built and natural environmental assets. Are appropriate for specific uses, avoiding adverse impacts on health. Make best use of previously developed land and are</li> </ul>	<ul style="list-style-type: none"> <li>- Concern that the policy is not ambitious enough and is responding to forecasts rather than reflecting local conditions.</li> <li>- Employment allocations unevenly spread across the City;</li> <li>- Existing employment sites should be fully occupied before further development takes place.</li> <li>- Critical shortage of small industrial uses.</li> <li>- Fails to meet the quality and location requirements for knowledge and bio-based industries;</li> <li>- Infrastructure is nearing capacity in areas suggested for employment expansion;</li> <li>- No mention of well connected and designed Green Infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>- Broadly, the steer of allocations remains the same, in the urban area in the first instance with employment uses elsewhere responding to identified need.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		for development or redevelopment and infrastructure funding to support growth in key economic sectors:	accessible to areas of employment deprivation.	- There is no real provision for tourism and leisure uses.	

**Policy topic: Approach to Retail**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<p>- PPS6</p>	<p>- The York Retail Study (Roger Tym and Partners 2004)</p> <p>- Retail growth scenarios given including static market share, rising market share and falling market share.</p> <p>- Options given on the location and distribution of new retail development including continuing priority to York City Centre as the main focus of retailing activity, encourage new retail development in edge of centre sites, concentrate on district centre retailing, identify areas outside the City Centre for retail growth and assess deficiencies in the provision of local convenience shopping and identify opportunities for remediation.</p>	<p>- Overall, the approaches put forward for retail in the Issues and Options document are compatible with sustainable development.</p> <p>- The overall growth of retail and new floorspace should be based on needs, and the ability for York to accommodate these facilities sustainably without the need for unnecessary use of greenfield land, or development in locations only easily accessible by private transport modes.</p> <p>- Priority for all types of shop must be given to city centre in line with national policy.</p>	<p>- Options for retail growth should not solely relate to the city centre, but should consider all retail in York. Should consider the impact on York’s historic character and be dependent on traffic impacts.</p> <p>- No need to compete with other shopping destinations because York offers something different</p> <p>- Should focus on unique character, protection of existing shops and qualitative aspects more than growth per se.</p> <p>- Should develop flexible retailing policies and seek to continually review retailing capacity, demand and viability.</p> <p>- Most respondents supported giving priority to the city centre with possible extensions rather than identifying areas outside the city centre for retail growth.</p> <p>- Respondents supported maintaining the diversity of shops with support for more specialist and independent shops and for making more of the current market facilities, as well as suggesting the development of a permanent</p>	<p>- N/A</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
				<p>indoor farmers market.</p> <ul style="list-style-type: none"> <li>- Widespread support for more food stores in the city centre and the provision of local convenience shops in district and local shopping centres.</li> </ul>	
<p><b>Core Strategy Issues and Options 2 – September 2007</b></p>	<ul style="list-style-type: none"> <li>- PPS6</li> </ul>	<ul style="list-style-type: none"> <li>- The York Retail Study (Roger Tym and Partners 2004)</li> <li>- Two approaches put forward for growth: York continues to hold onto its share of the regional market; or York increases its share of the regional retail market.</li> <li>- Three options put forward for key areas of retail growth: Direct growth first to York City Centre, then to Acomb and Haxby district centres; or as above and also identify an additional centre/centres to provide for the new need likely to be generated by the City's major development opportunities, such as York Northwest. Final option as first option and also recognise Monks Cross or Clifton Moor as district centres.</li> </ul>	<ul style="list-style-type: none"> <li>- It would be most suitable to see retail growth in York grow to a level that was effective in retaining as large as possible share of spend of York and existing catchment area residents, without encouraging visits for further away where needs can be met more locally.</li> <li>- Will be important to ensure that the retail centre of York is not performing at too an intense a level that causes harm to the city centre, including historic character and the well-being of residents. This includes discouraging traffic congestion throughout York.</li> <li>- Any new shopping areas need to be provided on a good public transport access route into the city centre this could help overcome some adverse</li> </ul>	<ul style="list-style-type: none"> <li>- See above</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			impacts of either increased pressure on the old centre or inaccessible out-of-town centres.		
<b>Allocations DPD Issues and Options - March 2008</b>	- PPS6	<ul style="list-style-type: none"> <li>- City of York Retail Study (2004)</li> <li>- Will identify sites to reflect the approach in the Core Strategy and consider all types of retail including food and non food and different retail locations including the city centre, local and district centres and out of centre locations.</li> <li>- Two sites put forward and stated that City Centre retail issues will also be considered through work on the City Centre AAP.</li> <li>- A number of options put forward as follows.</li> <li>- Is Castle Piccadilly an appropriate site retail expansion of the city centre.</li> <li>- Is Land West of Hungate (R/002) appropriate for retail development?</li> <li>- Are there any other sites that would appropriate for retail development?</li> <li>- Should sites be allocated for particular types of</li> </ul>	- Two retail sites (Castle Piccadilly and Hungate) put forward for consideration in the DPD assessed against the indicators and sustainability criteria and scored favourably.	<ul style="list-style-type: none"> <li>- Lack of up to date evidence relating to retail capacity and retail need</li> <li>- York Central is a suitable site to accommodate additional retail floorspace in the context of the findings of the 2004 Retail Study</li> <li>- Provision of enhanced facilities on land at Monks Cross and adjacent to Designer Outlet, Naburn would be complementary to and support existing town centre facilities.</li> <li>- Mixed response to two proposed allocations at Castle Piccadilly and Hungate</li> </ul>	- N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		shops? If so, what types of shops and where?			
<b>Core Strategy Preferred Options – June 2009</b>	- PPS6	<p>- Regional Spatial Strategy (2008)</p> <p>- York's Retail Study (GVA Grimley LLP 2008)</p> <p>Strengthening the role of York as a sub-regional shopping centre. Decline in the city centre market share is halted and then increased to a 34% share in order to maintain York's position in the wider regional retail hierarchy.</p> <p>- Significant capacity identified for additional retail floorspace up to 2029. In accordance with the spatial strategy, the priority for this additional floorspace will be within, or adjacent to, the central shopping area of the city centre (i.e. Castle Piccadilly and the Stonebow</p> <p>- The preferred approach is to also consider whether additional retail capacity, over and above that which can be achieved within the city centre, could and should be delivered on York Central (part of York Northwest Area Action Plan). Further work has been</p>	<p>- The best solution for York would be to see growth at a level that was effective in retaining its market share without encouraging visits further away where needs can be met locally.</p> <p>- Increasing the market share may encourage travelling to York for services and impact on air quality and greenhouse gas emissions from traffic.</p> <p>- The provision of retail would have a positive relationship with social sustainability objectives of accessibility and equity of access as well as some economic objectives. However, the SA also recognised the potential impacts on the historic environment need to be mitigated to ensure no adverse impacts on the historic environment and related sectors of the economy.</p> <p>- Focussing development within the city centre and</p>	<p>- It is essential to the economic well being of York that retail in the city centre continues to thrive</p> <p>- York does not need to strengthen its role as a sub-regional shopping and entertainment centre.</p> <p>- There is a need for further analysis and assessment of York's retail issues, including diversion of high valued goods to out-of-town locations; accessibility by car for high value goods and ancillary social and cultural needs; improved town centre management; and key anchors for expanded retail offer.</p> <p>- Support for increase market share, others thought it was too high</p> <p>- Range of comments on location of retail.</p>	- No changes from approach in Local Plan 2005, albeit market share figures have been updated in light of evidence base

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		commissioned to consider potential options for retail on York Central.	two district centres would help to encourage accessible retail via sustainable transport. However, it also recognised that limiting retail to just these areas may not help to achieve or maintain its role in the region in terms of market share and that there should be access to smaller shopping areas within new development.		
<b>Core Strategy Submission – September 2011</b>	- PPS6	<ul style="list-style-type: none"> <li>- Retail Supporting Paper (2011)</li> <li>- York Retail Study (2008)</li> <li>- To deliver new shopping provision to support the vitality and viability of the City Centre and meet local shopping needs.</li> <li>- Prioritising new retail development in the City Centre;</li> <li>- Meeting identified local needs for modern units; an enhanced department store offer; and further convenience floorspace in the City Centre. As well as further convenience floorspace in other smaller centres, including a new local centre on</li> </ul>	<ul style="list-style-type: none"> <li>- Will help to secure retail provision with the city centre as a primary consideration whilst also developing new retail provision in the future subject to further impact testing.</li> <li>- Welcomes the new policy's strengthened approach for the sequential development of retail in York prioritising the city centre primarily over other development.</li> <li>- The inclusion for York to achieve 34% market share has been removed from the policy. This is considered to have taken pressure off</li> </ul>	<ul style="list-style-type: none"> <li>- Support for the approach taken, in particular the increased commitment to sequential development was welcomed and the recognition that out of centre retail development is appropriate where it satisfies the sequential approach. Another respondent welcomed most of the targets and in particular the target to increase convenience floorspace.</li> <li>- Should set out the Council's approach to future growth at out of centre destinations; this should be more restrictive for the Designer Outlet than for Clifton Moor and Monks Cross due to its location in the Green Belt and outside of the Ring</li> </ul>	<ul style="list-style-type: none"> <li>- No change in approach however the structure has changed to reflect a hierarchical approach to the provision of retail in the future. This has been captured through structuring the policy to support the city centre, identify needs for comparison and</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>the Former British Sugar/Manor School Strategic Allocation.</p> <ul style="list-style-type: none"> <li>- Capturing as much of the available retail expenditure in the catchment as possible (as identified in latest retail study) in highly accessible locations that will not have an unacceptable impact on the City Centre.</li> </ul>	<p>York to achieve a certain share but rather more aim at retaining its market share through the protection of the city and through the identification of 2 strategic sites for retail.</p>	<p>Road.</p> <ul style="list-style-type: none"> <li>- Identification of York Designer Outlet as an out of centre retail destination welcomed. Suggested it can contribute to additional comparison floorspace.</li> <li>- Monks Cross should be given greater recognition in this section.</li> <li>- Policy does not provide sufficient flexibility. Several respondents suggested that the policy should not prescribe floorspace levels.</li> <li>- Several comments about the deliverability of specific retail schemes, including Castle Piccadilly and York Central and what the strategy would be if they cannot be delivered.</li> <li>- Concern was raised about the impact of the community stadium proposals currently going through the planning application procedure on the retail objectives and policy approach.</li> </ul>	<p>convenience retail and stating a sequential assessment approach to any other retail schemes put forward.</p> <ul style="list-style-type: none"> <li>- The policy has put the city centre at the forefront of the policy and objectives and aims to support its vitality and viability. This is an addition from the previous policy and is significant in highlighting and reinforcing that the city centre is the priority to be maintained in the future.</li> </ul>
<b>Local Plan Preferred Options –</b>	- NPPF	- City of York Economic and Retail Growth and Visioning Study (2013)	- The preferred approach is considered likely to have significant positive effects	<ul style="list-style-type: none"> <li>- Support for the preferred policy approach.</li> <li>- Preference should be given to</li> </ul>	- No change, retains existing retail hierarchy

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
June 2013		<ul style="list-style-type: none"> <li>- Retail Supporting Paper (2011)</li> <li>- York Retail Study (2008)</li>   <li>-The vitality and viability of the City Centre, district and local centres will be maintained and enhanced through the retail hierarchy</li> <li>- The focus for major new retail development and investment will be the City Centre.</li> <li>- Proposals for main town centre uses will be directed sequentially to the Primary Shopping Area in the city centre and subsequently to the wider City Centre as a whole.</li> <li>- The creation of further floorspace or changes to the type of retail at these locations will only be permitted if the proposal is small in nature (less than 200 m2) and will not impact upon the city centre vitality and viability.</li> <li>- All retail (convenience and comparison) over 100 m2 in out of centre locations will be required to be supported by an impact and sequential assessment.</li> </ul>	<p>on the economy (SA Objective 4) as well as positive effects on equality and accessibility (SA Objective 5), transport (SA Objective 6), land use (SA Objective 9), cultural heritage (SA Objective 14) and landscape (SA Objective 15).</p> <ul style="list-style-type: none"> <li>- The preferred policy approach has not been assessed as having significant (or minor) negative effects on any of the SA objectives.</li> <li>- None of the reasonable alternatives identified and assessed were considered to perform better than the preferred options against any of the SA objectives.</li> </ul>	<p>out of centre locations in light of city centre schemes becoming unviable (Castle Piccadilly)</p> <p>Concern regarding the viability of the former British Sugar Site</p> <ul style="list-style-type: none"> <li>- Whinthorpe should be afforded district centre status within the retail hierarchy in order to be a sustainable location</li> <li>- There is a need for a detailed assessment of food retailing arising from anticipated growth</li> <li>- Concern the policy is already undermined with Monks Cross 2</li> <li>- Concern over a lack of ‘good quality/useful shops’ in the city centre. A need for further encouragement and promotion of this.</li> <li>- The Designer Outlet performs a wider tourism and specialist retail function and should not be constrained like other out of centre retail parks</li> <li>- The restriction of 200sq.m on new retail development in out of centre locations is inconsistent with the NPPF.</li> <li>- A lack of evidence to support the adoption of sequential and impact assessment requirement for retail over 100sq.m.</li> </ul>	



## Policy Topic: Scale of Housing Growth

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	- PPS3	- Work still ongoing but proposed housing requirements for York are broadly similar to those in the Structure Plan and Local Plan, being 640(net) new units per annum in the period from 2004 to 2016 and 620(net) per annum in the period 2016-21.	- Determining the development of housing in the City of York is one of the key areas that the LDF can have an impact, and help to achieve more sustainable development.	- Concerns about the fact that no overall housing figures were included and that this meant it was difficult to assess what impact the figures would have on issues such as market demand, commuting and the special character of the city.	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	- PPS3	- Range from 630 to 982 dwellings - Drawing of demographic and market demand - Other factors taken into consideration include development constraints and forecast economic growth	- Balance between jobs and homes needs to be found to achieve more self-containment. - Likely increase in RSS housing target and limited opportunity to depart from the RSS is a major influence.	- Core strategy should reflect most up to date RSS figures. (RSS not finalised at time of consultation) - Flexibility required to accommodate higher figures should need arise	- Reflects the most up to date figures in the adopted RSS
<b>Core Strategy Preferred Options – June 2009</b>	- PPS3	- RSS defined the requirement as 640 dwellings between 2004-8 and 850 dwellings 2008-26	- The level of provision for housing needs to ensure there are sufficient homes to accommodate the growth of the current population given the predicted drop in household size in the forthcoming years. The strategic approach will need to limit the amount of unsustainable sites coming	- 33% supported 850 figure and said the recession shouldn't be used to justify a lower figure - 59% preferred a lower figure which they felt better reflected the need for housing	- Reflects outgoing RSS and more recent national and local evidence

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			forward through identifying planned growth areas (as per the spatial strategy).		
<b>Core Strategy Submission – September 2011</b>	- PPS3 - Draft NPPF	- RSS provides start point - More recent national and local evidence refines this leading to proposal for 635 dwellings between 2011/12 to 2015/16 and 850 dwellings between 2016/17 to 2030/31	- Policy will help to deliver enough housing to meet need and demand for housing	- Targets should be higher and reflect 2008 DCLG projection. - There should not be a lower figure for early part of plan period - Others thought growth would not materialise and targets should be lower	- RSS revoked and its housing evidence base is outdated
<b>Local Plan Preferred Options – June 2013</b>	- NPPF	- Review of evidence that underpins objectively assessed need. Options considered between 850 dwellings per annum and 2,060 - Preferred option was 1,090 dwellings per annum.	- Preferred approach will not have significant negative effects and will support the forecast job growth. It will not meet the SHMA target for affordable housing	- Provide local level policy to guide phasing of development and provide an allowance for windfall sites - 2011 household projections will lead to an undersupply of homes. The Council should plan more positively and aspire to the higher housing figures of Option 3 (1,500 dwellings) or Option 4 (2,060 dwellings) to meet economic and affordable housing needs. - Provision should be lower – below 850 per yr and give priority to brownfield sites. - The persistent record of under delivery of housing means the Council should be looking at a 20% buffer.	- Changes made to reflect new evidence base.

## Policy Topic: Location of Housing Growth

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	- PPG3 - Emerging PPS3	- Primary focus for development is in the main built up area of York. - Outside urban areas urban extensions should be considered in the first instance followed by non urban sites.	- Determining the distribution and development of housing in the City of York is one of the key areas that the LDF can have an impact, and help to achieve more sustainable development.	- A number of respondents considered that the correct factors had not been identified and that other factors over and above those identified should be considered such as highway capacity, Green Belt boundary, access to a wider range of facilities, access to non-car transport modes, drainage, infrastructure quality, pollution, air quality, market demand, global environment change and limited natural resources. - Respondents considered that all the factors identified should be applied to both urban and non-urban sites and that the employment criteria should be applied to all types of development.	N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	- PPS3	- Four options put forward: Option 1: Prioritising settlement accessibility Option 2: Prioritising existing trends Option 3: Prioritising housing need Option 4: A combination of the above broad factors	- Considering which villages and peripheral areas of York's main urban area have the capacity to accommodate growth is also of great significance to the spatial strategy.	- The majority of respondents to this issue supported Option 1.	N/A
<b>Core Strategy</b>	- PPS3	- It is not anticipated that housing land will be required	- The level of provision for housing	- Two-thirds (67%) of respondents agree that areas A and B are	- Move away from the reliance on

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Preferred Options – June 2009</b>		<p>for the expansion until beyond 2021. The location of potential areas for these expansions are shown as ‘Areas of Search’ A and B.</p> <ul style="list-style-type: none"> <li>- Strategic growth will be concentrated on the urban York , limited small scale expansion of local services centres, villages and rural villages may be considered appropriate to address specific local needs such as affordable housing.</li> </ul> <p>This will be considered through the Allocations Development Plan Document.</p>	<p>needs to ensure there are sufficient homes to accommodate the growth of the current population given the predicted drop in household size in the forthcoming years.</p> <ul style="list-style-type: none"> <li>- The strategic approach will need to limit the amount of unsustainable sites coming forward through identifying planned growth areas (as per the spatial strategy).</li> </ul>	<p>suitable locations for building new homes. The remaining third (33%) do not agree. Half of these did not suggest an alternative, of those that did the main areas identified were:</p> <ul style="list-style-type: none"> <li>- Area E</li> <li>- Area F</li> <li>- Area D</li> <li>- Brownfield sites only</li> <li>- The areas of search should be brought forward earlier in the plan period, potentially for specific uses, to help deliver the aspirations for priority housing development.</li> </ul>	<p>windfall sites, in accordance with national policy and identification of areas of search for housing in the first instance..</p> <ul style="list-style-type: none"> <li>- Reflect findings of HMA which will influence the mix, tenure and affordability of housing provided in the district over the next 20 years.</li> <li>- Reflect findings in the urban potential study.</li> </ul>
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- PPS3</li> <li>- Draft NPPF</li> </ul>	<ul style="list-style-type: none"> <li>- Will meet future housing need and situate new housing in locations that support the Spatial Strategy.</li> <li>- The focus for new housing development will be the main urban area of York, with around 87% of new housing in the identified supply being within the main urban area and the remainder in the large villages and villages. York’s LDF will identify broad</li> </ul>	<ul style="list-style-type: none"> <li>- Developments will be subject to the requirements set out in the Core Strategy, including the spatial strategy for their location.</li> <li>- Areas of search for urban extension will play a crucial role in delivering housing and new sustainable communities.</li> </ul>	<ul style="list-style-type: none"> <li>- It was suggested that safeguarded land over and above the areas of search should be identified.</li> <li>- Several respondents suggesting there is not enough justification and that the approach to housing growth is not based on a robust and credible evidence base.</li> <li>- Housing delivery has been set at a level that protects the Green Belt which is politically acceptable rather than meeting housing needs.</li> <li>- Housing growth proposed will</li> </ul>	<ul style="list-style-type: none"> <li>- The Spatial Principles have been reappraised against the SA framework given their overarching importance for this document and their revised wording in this edition of the Core Strategy.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		locations and specific sites that will enable continuous delivery of housing over the LDF period to achieve the housing target.		challenge infrastructure. Policy should be about how the City is going to accommodate this level of growth to ensure there is sufficient capacity to absorb, and cope with additional growth.	
<b>Local Plan Preferred Options – June 2013</b>	- NPPF	<ul style="list-style-type: none"> <li>- An important part of the Plan’s vision is to ensure sustainable growth patterns. Growth is shaped by the character and setting of the city, environmental assets, flood risk, location sustainability and settlement capacity.</li> <li>- All sites subject to a detailed site selection methodology</li> <li>- Sites that passed the criteria in the methodology proposed for allocation.</li> </ul>	<ul style="list-style-type: none"> <li>- The assessment has identified that criteria and site allocations should ensure that new housing development is directed to locations that reduce the need to travel and/or encourage the use of sustainable modes of transport, avoid adverse impacts on the City’s built and natural environmental assets, avoid locations that could exacerbate existing health issues (e.g. AQMAs), make best use of previously developed land and incorporate service provision where possible.</li> </ul>	<ul style="list-style-type: none"> <li>- More small and medium sized developments should be allocated to allow development to come forward in the beginning of the plan period.</li> <li>- No trajectory to indicate delivery timescales from individual sites. It should be left to the market to bring forward sites as required.</li> </ul>	<ul style="list-style-type: none"> <li>- Detailed allocated housing sites are identified in the housing chapter to meet need and to reflect NPPF policy.</li> </ul>

**Policy Topic: General Housing Market**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	PPG13 PPG3	<ul style="list-style-type: none"> <li>- The Housing Needs Study will be updated in 2006 as part of the wider York Housing Market Assessment.</li> <li>- To provide sustainable new housing development, the LDF must provide for housing types and tenures that address local need.</li> </ul>	<ul style="list-style-type: none"> <li>- New residential sites should be encouraged to contain a mix of house sizes and types, to accommodate diverse types of households to help encourage community cohesion.</li> <li>- There should be a range of other housing types.</li> <li>- Addressing the needs of other housing types, including students, the elderly, those with disabilities, and gypsies and travellers can help to achieve housing related sustainability objectives.</li> </ul>	<ul style="list-style-type: none"> <li>- Respondents suggested that new housing development should in particular support the needs of specific groups (albeit through differing means).</li> <li>- A number of respondents considered that greater priority should be given to housing for vulnerable people as well as different needs.</li> <li>- The Core Strategy should seek to provide a more balanced mix of new housing. There should be no more flatted development.</li> </ul>	N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	PPS3	<ul style="list-style-type: none"> <li>- The Housing Market Assessment considers the mix and type of housing that is likely to be needed in York. Whilst the main requirement in both the market and affordable housing sectors is for two bedroom properties, over 40% of the market demand and 25% of the affordable housing demand is for 3/4+</li> </ul>	<ul style="list-style-type: none"> <li>- Providing homes to meet the varied needs of residents will be important in helping to provide a home for all that need it. There is a need to balance with a greater focus on family homes.</li> <li>- It may be necessary for the LDF to have greater intervention. In some instances it is not clear how the LDF policy will be</li> </ul>	<ul style="list-style-type: none"> <li>- A broader mix of housing types should be provided across the city to meet the needs of all special needs groups, such as housing for families (rather than flats), younger people (perhaps with a youth warden), those who require wheelchair access or have visual or auditory handicaps, first time buyers, single people and young professionals, key workers,</li> </ul>	N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>bedroom properties. Broadly demand is for houses rather than flats, which falls in line with wider Government objectives to create mixed and balanced communities.</p> <ul style="list-style-type: none"> <li>- Housing should be provided to meet the needs of specialist groups. These groups have also been identified through the HMA.</li> <li>- The University of York's planned expansion will have extensive on-site accommodation to provide for the increase in student numbers.</li> </ul>	<p>effective in meeting specific requirements of certain groups.</p>	<p>and the needs of people who will work from home.</p> <ul style="list-style-type: none"> <li>- Currently, sites developed for student accommodation are not required to contribute towards affordable housing. Some felt this should be addressed, and additionally that sites should also be allocated specifically for student housing, to avoid concentrations in certain areas of the city.</li> </ul>	
<p><b>Core Strategy Preferred Options – June 2009</b></p>	<p>PPS3</p>	<ul style="list-style-type: none"> <li>- The Council will identify sites through the Allocations DPD and Area Action Plans to deliver the spatial strategy, in order to address York's locally identified housing needs, guided by the Strategic Housing Market Assessment.</li> <li>- In order to create a better balance across York's housing market, an overall</li> </ul>	<ul style="list-style-type: none"> <li>- The SA supported an approach to develop more family homes. The SA noted it may be suitable to continue to build flats in addition to more houses, albeit ones with more bedrooms, reception room space and high quality shared or private outside space.</li> <li>- There will be social benefits through more</li> </ul>	<ul style="list-style-type: none"> <li>- The LDF should support the level, type and mix of housing set out in RSS and an approach to student housing which includes local guidelines, objectives and allocations.</li> <li>- Over four-fifths (83%) of the sample agree that we should build more houses (around two thirds) than flats (around a third). 17% of respondents disagree that we should build</li> </ul>	<ul style="list-style-type: none"> <li>- Approach broadly similar in ensuring that there is enough housing for the current and future residents and to allocate a range of housing sites to meet need.</li> <li>- Student housing now comes under the Aiding Choice in the Housing Market</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>mix of 70% houses:30% flats will need to be achieved. Site-specific mix standards will be developed through the Allocations DPD and Area Action Plans.</p>	<p>access to facilities as well as training and in supporting students through sufficient and designated dwellings.</p>	<p>houses rather than flats. - Around two-thirds (68%) of the sample agree that towards the end of the plan period there should be an increase to a greater number of smaller properties if this reflects the changing needs of York. The remaining third (32%) did not agree.</p>	<p>rather than separately under education.</p>
<p><b>Core Strategy Submission – September 2011</b></p>	<p>PPS1 PPS3</p>	<ul style="list-style-type: none"> <li>- Proposals for residential development must respond to the current evidence base, this will be achieved through the Allocations Development Plan Document (DPD) and Area Action Plan (AAP).</li> <li>- Delivering an overall mix of 70% houses:30% flats.</li> <li>- Higher Education Institutions address the need for any additional student accommodation which arises because of their future expansion.</li> <li>- Issues relating to student housing will be addressed both through the control of concentrations of HMOs and the provision of additional 'onsite' student accommodation to</li> </ul>	<ul style="list-style-type: none"> <li>- The policy aim should enable different accommodation development to satisfy the needs identified through the evidence base as well as aiding social inclusion and the creation of vibrant communities.</li> <li>- Recommended that the policy includes specific information for the higher educational establishments that any future expansions should also include for accommodation for the corresponding amount of students anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>- Several comments pointed to the need for an updated Housing Market Assessment.</li> <li>- Further comments noted that the policy's stance that all new homes are built to 'Lifetime Homes' standard came in advance of the national requirement (2013 at the earliest), and was not justified by local evidence.</li> <li>- There was recognition that the needs of various groups in the city cannot be met with a 'one size fits all' approach, and that different groups (including older people, students, families with children) need housing which helps accommodate their specific needs and lifestyles. Furthermore, housing schemes should be diverse and adaptable, to</li> </ul>	<p>The most significant changes have included: Acknowledging the evidence base; More inclusion for specialist and housing and lifetime homes scheme; an approach to Houses in Multiple Occupation (HMOs) and requiring the universities to meet student housing need.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		accommodate future expansion		<p>provide for people's changing needs throughout their lifetimes.</p> <ul style="list-style-type: none"> <li>- Some felt that specific allocations should be identified to provide for older people (including bungalows/sheltered housing) and students. Issues relating to student housing will be addressed both through the control of concentrations of HMOs and the provision of additional 'onsite' student accommodation to accommodate future expansion.</li> </ul>	
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- The Local Plan will support housing development which helps to balance York's housing market, address local housing need and ensure that housing is adaptable to the needs of all of York's residents throughout their lives.</li> <li>- The Council will aim to deliver an overall mix of 70% houses to 30% flats over the plan period.</li> <li>- Any increases in higher education student numbers through any</li> </ul>	<ul style="list-style-type: none"> <li>- The preferred policy approach would help to guide housing mixes which reflect local circumstances and needs, whilst recognising the specialist needs of the population and responding to these accordingly. The evidence base identifies an increasingly complex housing market spatially and sectorally which demands policy can respond positively and flexibly to evolving needs. This approach would allow</li> </ul>	<ul style="list-style-type: none"> <li>- All the conditions of policy seem inflexible and onerous as national policy does not require Lifetime Homes It should be voluntary, not compulsory</li> <li>It is the responsibility of the local authority to assess for the need for appropriate accommodation for those with severe learning disabilities, physical disabilities and dementia and integrate provision within the development.</li> <li>- Increase of facilities at universities should be met with</li> </ul>	<p>Production of Draft Controlling the Concentration of Houses in Multiple Occupation Supplementary Planning Document (2012) and introduction of an article 4 direction means a threshold approach to HMOs is included in the policy approach to the housing market.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>future expansion should be matched by increases in student accommodation.</p> <ul style="list-style-type: none"> <li>- Threshold approach to HMOs.</li> </ul>	<p>the Local Plan to set local requirement in meeting this overall need and mix.</p> <ul style="list-style-type: none"> <li>- The evidence base identifies an increasingly complex housing market spatially and sectorally which demands policy which can respond positively and flexibly to evolving needs.</li> </ul>	<p>specific accommodation proposals on campus</p> <ul style="list-style-type: none"> <li>- Support for increased control of HMOs</li> <li>- The plan should provide design principles to ensure good quality accommodation.</li> </ul>	

**Policy Topic: Gypsies, Roma, Travellers and Travelling Showpeople**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	Planning for Gypsy and Traveller sites (2004)  PPG3 Housing	- Previous local plan approach of a criteria based policy for any sites put forward during the plan period.	- Addressing the needs gypsies and travellers through the LDF can help to achieve housing related sustainability objectives, though there are limits to the extent to which these issues can and should be addressed by the Core Strategy	- Provision for gypsy and travellers should be based on robust evidence to properly establish need. - York's LDF should plan for the provision of enough decent gypsy and traveller sites for York and that the core strategy should set out criteria for the location of gypsy and traveller sites.	N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	- Circular 01/06 Planning for Gypsy and Traveller Caravan Sites (2006). - Circular 04/2007 Planning for Travelling Showpeople (2004) - PPG3 Housing	- At the time of publication a sub-regional needs assessment was being drafted to assess the likely need for Gypsy and Travellers.	- Providing homes to meet the varied needs of residents will be important in helping to provide a home for all that need it. For some types of homes it may be necessary for the LDF to have greater intervention, this includes Gypsy and Traveller sites. In some instances it is not clear how the LDF policy will be effective in meeting specific requirements of certain groups.	- Providing housing for this groups was identified as a key issue. Three key messages came to light through the consultation and emerging government guidance concerning Gypsy and Traveller housing needs. - Should meet at least the numbers of additional pitches identified by local assessments of housing need, allocate sites in Development Plan Documents and reduce the number of unauthorised encampments/developments.	N/A
<b>Core Strategy Preferred</b>	- PPG 3: Housing - Circular 01/06	- Regional Spatial Strategy – The Yorkshire and Humber	- The policy could refer to addressing social inclusion and the need to	- The approach to gypsy, traveller and showperson's accommodation is not entirely in	- Approach broadly similar by including a criteria based

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Options – June 2009</b>	<p>Planning for Gypsy and Traveller Caravan Sites (2006).</p> <p>- Circular 04/2007 Planning for Travelling Showpeople (2004)</p>	<p>Plan to 2026 (2008)</p> <p>- North Yorkshire Gypsy and Traveller Accommodation Assessment (2008)</p> <p>- The LDF should meet at least the numbers of additional pitches identified by local assessments of housing need, allocate sites in Development Plan Documents and reduce the number of unauthorised encampments/developments.</p>	<p>improve relations between these groups and the surrounding communities.</p> <p>- The policy could make specific reference to enabling decent, appropriate, affordable housing for the Gypsy and Traveller community, consideration of the historic character and setting of York, recycling and reducing waste, opportunities to encourage water efficiency, the use of permeable surfaces as well as the incorporation of green space and need to avoid unacceptable flood risk when considering locations for sites.</p>	<p>accordance with Circular 1/2006, because the LDF does not state that all provision can definitely be met through identified provision.</p> <p>- Underestimation of need. Interim targets should be set to encourage site provision earlier in the plan period. Through an Allocations DPD or strategic sites in the Core Strategy.</p> <p>- Locations for new sites have the need for access to facilities and services as housing.</p>	<p>policy but no allocations.</p> <p>- Publication of the North Yorkshire Gypsy and Traveller Accommodation Assessment (2008) provides a known shortfall of pitches and plots for the York authority.</p>
<b>Core Strategy Submission – September 2011</b>	<p>- PPS 3: Housing</p> <p>- Circular 01/06 Planning for Gypsy and Traveller Caravan Sites (2006).</p> <p>- Circular 04/2007</p>	<p>- North Yorkshire Gypsy and Traveller Accommodation Assessment (2008)</p> <p>North Yorkshire Accommodation Requirements of Showmen (2009)</p>	<p>- New separate reference to 'Showpeople'.</p> <p>This policy responds well to the need detailed in the evidence base to increase the number of temporary and permanent locations</p>	<p>Common themes relating to Gypsy, Traveller and Showmen's site shortages included evidencing need through appropriate appraisals, urgently providing more allocated sites and reducing the number of unauthorised encampments.</p>	<p>Introduction of a criteria based policy to guide development as a result of a specific accommodation need of sites.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
	Planning for Travelling Showpeople (2004)	<ul style="list-style-type: none"> <li>- Identify sites through the Allocations DPD and AAP for at least 36 additional Gypsy and Traveller pitches, and land to accommodate at least 13 permanent plots for Showpeople by 2019.</li> <li>- Criteria based Policy CS8 to judge any applications over the plan period.</li> </ul>	where Gypsies, Travellers and Showpeople can live in a way to which they are accustomed. The SA welcomes this policy as it will allow these communities to develop and should aid social inclusion.		
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- Gypsy, Travellers and Showpeople Accommodation Needs Supporting Paper (2013)</li> <li>- North Yorkshire Accommodation Requirements of Showmen (2009)</li> <li>- Inequalities Experienced by Gypsy and Traveller Communities (2009)</li> <li>- North Yorkshire Gypsy and Traveller Accommodation Assessment (2008)</li> <li>- The Local Plan will make provision for 59</li> </ul>	<ul style="list-style-type: none"> <li>- The evidence base shows that there is a shortfall of accommodation. In specifying accommodation provision requirements over the Local Plan period and including policy to guide provision, the approach would help meet this need, in accordance with the Government's 'Planning Policy for Traveller Sites'.</li> <li>- The preferred approach has not been assessed as having any significant negative effects on any</li> </ul>	<ul style="list-style-type: none"> <li>- Whilst the majority of comments received were made in relation to a specific site the objections were similar. Questioning robustness of the evidence base, level of need, suggestion of alternative sites and brownfield sites, no sites should be on the greenbelt or in a floodzone, proximity and potential damage to open spaces, development would impact on the visual amenity of the village, increase in traffic from heavy vehicles in roads and junction in and out of the village, compromising safety of pedestrians, proximity to settled community, the devaluation and impact on the outlook of existing</li> </ul>	<ul style="list-style-type: none"> <li>- New national policy means that LPA now must evidence every effort has been made to allocate sufficient land for a 5 year supply of pitches and plots to meet need.</li> <li>- Updated evidence base has resulted in a change of estimated need over the plan period.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>pitches for Gypsy and Travellers in the first 5 years. Further sites to meet 5 year need and years 6 – 10 will be identified.</p> <p>- The Local Plan will make provision for 21 plots for Showpeople in the first 10 years of the plan.</p>	<p>of the SA objectives.</p>	<p>properties, increase pressure on the existing infrastructure, including the schools and medical practices, Previous Planning applications have been turned down; there should be some level on consistency.</p>	

## Policy Topic: Affordable Housing

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- PPG3</li> <li>- Circular 6/98</li> </ul>	<ul style="list-style-type: none"> <li>- There are 'localised shortages of affordable housing in high demand areas which includes York'.</li> <li>- In the emerging RSS York is identified as having high levels of affordable housing need.</li> <li>- Draft Policy H3 advises Local Authorities to seek over 40% affordable housing on developments of more than 15 homes in areas of high need,</li> <li>- Affordable housing will include both housing for rent and shared ownership, overwhelming priority housing need in York is for affordable rented homes, for those households on very low incomes.</li> </ul>	<ul style="list-style-type: none"> <li>- Providing one and two bedrooms could also help to provide affordable market housing in the City.</li> <li>- The provision of affordable housing is also a key component of meeting sustainable objectives in relation to housing.</li> <li>- The RSS submission version January 2006 states that 40% of new homes on sites of over 15 dwellings (or over 0.5ha) should be built as affordable. It may be suitable to set higher targets given the lack of affordable homes in the area, provided justification can be provided from the evidence base, and this would help meet relevant sustainability objectives.</li> </ul>	<ul style="list-style-type: none"> <li>- The level of affordable housing should match the percentage advocated in the Regional Spatial Strategy (40%).</li> <li>- Views were expressed regarding the council's current 50% target, claiming that it undermines the viability of many schemes and concerns were that the Council had not adequately demonstrated local need to justify the 50% figure.</li> <li>- Strengthening policy by specifying a number of bedrooms, a certain floor area or that applications with the highest level of affordable housing should be prioritised for consent in order to reach annual targets.</li> <li>- Policy approach needed to be more flexible in order to facilitate development on certain sites.</li> <li>- The proportion of affordable housing on a site should be related to demonstrable need in that specific area and a range of affordable types and tenures</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Core Strategy Issues and</b>	PPG3	<ul style="list-style-type: none"> <li>- Level of affordable housing sought: Option 1: Continue the Local</li> </ul>	<ul style="list-style-type: none"> <li>- Evidence clearly shows that existing provision of affordable housing is well</li> </ul>	<ul style="list-style-type: none"> <li>- Most respondents supported a mix of social rented and discount for sale and recognised</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Options 2 – September 2007</b></p>		<p>Plan approach or Option 2: Introduce an affordable housing target closer to the Regional Spatial Strategy target</p> <ul style="list-style-type: none"> <li>- Threshold at which affordable housing will be sought:</li> </ul> <p>Option 1: Continue in line with the current Local Plan approach or Option 2: Lower the site threshold to less than 15 dwellings/0.3ha.</p> <ul style="list-style-type: none"> <li>- York’s future approach to delivering affordable housing in York’s rural areas:</li> </ul> <p>Option 1: To continue with the Local Plan approach or Option 2: Reconsider the threshold/proportion of affordable housing being sought onsite or Option 3: Specifically identify rural sites, where 100% of housing on site would be affordable.</p> <ul style="list-style-type: none"> <li>- Approach to providing affordable housing:</li> </ul> <p>Option 1: Provide a mix of social rented and discount for sale or Option 2: Provide all affordable housing as social rented.</p>	<p>below that required to meet the identified needs, with the rural area in particular in need of affordable homes and overall demand significantly outstripping supply.</p> <ul style="list-style-type: none"> <li>- There is a clear need for the most affordable type of housing, which is social rented.</li> </ul>	<p>the need for a range of affordable types and tenures although a few were specifically mentioned, namely, affordable housing ‘to buy’ rather than ‘to rent’, shared equity schemes, targeted at specific groups.</p>	

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Preferred Options – June 2009</b>	PPG3	<ul style="list-style-type: none"> <li>- Further options on approach put forward:</li> <li>Option 1 – Implement existing policy.</li> <li>Option 2 – Sliding scale requiring varying % levels from 1 dwelling increasing to 50% at 28 dwellings with different requirements for urban and rural settlements.</li> <li>Option 3 – Sliding scale requiring varying % levels from 1 dwelling increasing to 40% over 30 dwellings. No distinction between urban and rural.</li> </ul>	<ul style="list-style-type: none"> <li>- The SA supported at the Preferred Options stage</li> <li>Option 2 as it was considered that this option would help to maximise affordable housing provision whilst also spreading them across the city through capturing their development in all sites above 2 or more dwelling.</li> </ul>	<ul style="list-style-type: none"> <li>- There is a need for a viability assessment to be undertaken.</li> <li>- Delivery of affordable housing against the 43% (or 50%) target is challenging, regardless of the current economic climate.</li> <li>- More weight given to providing the appropriate type of housing in the right locations.</li> <li>- Significant support for the 'sliding scale' approach to policy, but much debate as to the appropriate levels and thresholds described in the options. Lack of support for the existing Local Plan style policy.</li> <li>- Support for considering rural exception sites.</li> <li>- Support for supplying affordable housing through off-site contributions, particularly on smaller sites.</li> <li>- The policy should test proposals at a level of 40% (re RSS), on a site by site basis.</li> <li>- The approach should allow for a greater proportion of affordable homes to buy.</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Core Strategy Submission – September</b>	PPS3	<ul style="list-style-type: none"> <li>- SHMA (2007)</li> <li>- Affordable Housing Viability Study (2010)</li> <li>- To improve affordability</li> </ul>	<ul style="list-style-type: none"> <li>- The revised policy is a refined version of an amalgamation between Preferred Options 2 and 3. It has therefore been</li> </ul>	<ul style="list-style-type: none"> <li>- Several responses stated that affordable housing targets would be overly onerous and would undermine the potential to deliver low cost market housing.</li> </ul>	<ul style="list-style-type: none"> <li>- Sliding scale approach is still applicable (options 2 and 3 previously) but</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>2011</b>		<p>across the housing market, in order to enable York's current and future residents and employees to have access to a home they can afford in a community where they want to live, throughout their lifetime.</p> <p>- The Local Development Framework will also ensure high quality housing options for those who cannot afford market housing, in particular those who are vulnerable or in need, by ensuring that new development proposals respond to the findings of the Strategic Housing Market Assessment (2007)</p>	<p>subject to full SA analysis.</p> <p>- In implementing this policy, the housing mix and tenure requirements should not be compromised to an extent which will not meet the requirements set out by the latest SHMA through any negotiation from developers due to viability. This will involve a commitment to the provision of suitable dwelling types and monitoring of the provision.</p>	<p>- Alternatively, the starting viability target was felt by many to be much too low, noting that the level of need in York is even greater than the annual level of housebuilding.</p> <p>- The nature of a dynamic target was felt to introduce further uncertainty, making it difficult to assess the viability of schemes going forward.</p> <p>- Inadequate evidence exists to justify 20% levels on smaller sites; assumptions around land values and build costs are inaccurate.</p>	<p>has been refined based upon the Affordable Housing Viability Study evidence base. The policy now includes strategy for an annual target refined through matrices to base the approach on realistic viability.</p>
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<p>- North Yorkshire Strategic Housing Market Assessment (2011)</p> <p>- City of York Affordable Housing Viability Study (2010) and Annex 1 (2011)</p> <p>- Strategic Housing Market Assessment (2007)</p> <p>- Affordable housing will be provided in line with current annual dynamic targets and thresholds; should reflect tenure split in terms of social</p>	<p>- The preferred approach is likely to maximise the delivery of affordable housing through creating more certainty in terms of York's affordable housing requirements and ensuring that delivery would be higher in response to better economic circumstances. This would be positive for the economy by ensuring the targets respond to the</p>	<p>- Should base affordable tenure mix on an objectively assessed need approach rather than a policy based requirement or market should be allowed to determine the amount of provision on a site.</p> <p>- Proper and full regard must be had to the overall viability of schemes in setting any requirements in the current economic circumstances.</p> <p>- The policy is not based on credible evidence.</p>	<p>- The policy approach remains broadly the same, however now reflects an updated evidence base.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>rented and intermediate housing, and fully integrate affordable with market housing on a pro-rata basis by pepper potting.</p> <p>- Where the above criteria can not be met, developers have the flexibility through open book appraisal to demonstrate to the Council's satisfaction that the development would not be viable based on the current affordable housing dynamic targets.</p>	<p>changing economy to ensure viability of sites.</p>	<p>- The Affordable Housing Viability Study is out of date and does not take into account of all policy requirements, obligations and the viability implications of these.</p> <p>- Main focus of affordable housing growth in the lifetime of the plan should come from direct building from the Council and Housing Associations.</p>	

## Policy Topic: Community Facilities

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- PPG17</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Regional Spatial Strategy (2004)</li> <li>- Sport and Active Leisure Strategy for York (2003);</li> <li>- Without Walls Community Strategy</li> <li>- Close to Home Care Strategy (2005)</li> <li>- York's Older People Housing Strategy</li>   <li>- Community facilities taken to cover a broad range of facilities including leisure, education, health care and emergency services. Important that the LDF Core Strategy helps to deliver accessible, and sustainable community facilities in York, which meets the needs of the residents of the City.</li> <li>- Range of options put forward for policy approach including raising quality and protecting existing facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- Should take into account the need for new facilities of these types in making allocations and choosing a policy approach.</li> </ul>	<ul style="list-style-type: none"> <li>- General concern that needs of older people had not been addressed and there was minimal reference to the provision for younger people.</li> <li>- Modern Libraries should also be recognised as a community facility.</li> <li>- Respondents were critical of the current swimming provision in the City, and the closure of the Barbican Centre;</li> <li>- Location of any new social, educational, health and emergency facilities needs careful consideration in terms of flood risk</li> <li>- A green corridor strategy should be carried out.</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- PPG17</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Sports and Active Leisure Strategy</li> <li>- York City Vision and Community Strategy (2004-2024)</li> <li>- Close to Home Care Strategy</li> </ul>	<ul style="list-style-type: none"> <li>- Wherever built sport facilities are located they should be accessible to all and be on key public transport routes / interchanges and be</li> </ul>	<ul style="list-style-type: none"> <li>- Priorities suggested by respondents were to build a permanent ice rink, the need for a new state of the art sports stadium, the provision of an athletics track, a public sports</li> </ul>	<ul style="list-style-type: none"> <li>- Further options provided in responses to consultation at Issues and Options 1 stage.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>(2005)</p> <ul style="list-style-type: none"> <li>- Further options provided on some community facilities</li> <li>- To assist in addressing built sporting deficiencies a range of options set out to influence the approach. Option 1 : Seek to deliver provision relating to the deficiencies, Option 2: Prioritise particular deficiencies or Option 3: Prioritise other built sport facilities</li> <li>- Three policy approaches to healthcare facilities: Option 1: Large scale facilities provided centrally, in locations with good access by public transport, Option 2: Smaller scale local facilities, dispersed across York, within easy walking distance from large residential areas; and /or Option 3: Smaller scale local facilities, dispersed across York, accessible from large residential areas by public transport.</li> </ul>	<p>easily accessed by walking or cycling. This should be a consideration for public and private health and sports clubs.</p> <ul style="list-style-type: none"> <li>- Must be accommodating to the health needs of the residents and it is hoped that the strategic approach will promote more accessible facilities throughout York. New facilities should be easily accessed by high quality public transport links that provide a real alternative to car use. Facilities aimed at local needs should also be accessible by foot wherever possible by being integrated into residential neighbourhoods.</li> </ul>	<p>centre and more flexible indoor space provision across the City which could include climbing walls and similar facilities for young people.</p> <ul style="list-style-type: none"> <li>- Respondents emphasised that provision should be based on the needs of the community.</li> <li>- Respondents also highlighted the need for more specialist sporting activities. York Central would be an ideal location.</li> <li>- Respondents were supportive of the need to provide facilities in accessible locations, especially for the elderly.</li> <li>- Many respondents emphasised the need for all facilities to be accessible by public transport.</li> <li>- The requirements linked to major developments such as York Northwest should be considered.</li> <li>- Raising the profile of preventative healthcare, through the promotion of healthier lifestyles should be important.</li> </ul>	
<b>Core Strategy Preferred Options – June 2009</b>	<ul style="list-style-type: none"> <li>- PPG17</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- In order to deliver the vision of sustainable neighbourhoods the LDF will seek to provide accessible local services for all communities. In most</li> </ul>	<ul style="list-style-type: none"> <li>- Providing community and neighbourhood services will help to ensure access to local shops, schools,</li> </ul>	<ul style="list-style-type: none"> <li>- The approach should be strengthened by including more specific measures and targets and should be supported by a SPD;</li> </ul>	<ul style="list-style-type: none"> <li>- No change</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>circumstances these services will be best provided at a neighbourhood level. However some services will cover a wider catchment or even operate at a city wide level such as hospitals or a new stadium. -</p> <ul style="list-style-type: none"> <li>- New development should have access to a range of local services including healthcare, schools, local shops, other community facilities and public transport. Existing communities will be supported by seeking to ensure that current local services are not lost. All services should be accessible to the communities that they serve by walking, cycling and public transport.</li> </ul>	<p>community and health facilities which is important for local provision as well as helping to provide conditions for business success.</p> <ul style="list-style-type: none"> <li>- Providing more built sports facilities will promote healthier lifestyles and well-being.</li> <li>- The support shown for the emergency services framework within York is also positive for the well-being, safety and security of residents.</li> <li>- It is recommended that through new development in Local Service Centres and Villages emphasis is given to increasing accessibility.</li> <li>-- To avoid pressure on existing services it will be important for the Council to ensure that new facilities do not 'lag behind' new development.</li> </ul>	<ul style="list-style-type: none"> <li>- Areas should have good local amenities to cope with any new development;</li> <li>- The section should be split into a number of different policies;</li> <li>- Need for places where people of all ages can meet formally and informally;</li> <li>- Community involvement in facilities is a key element of a sustainable community;</li> <li>- LDF should ensure access to affordable leisure facilities;</li> <li>- The approach should include a 'showground' site in York;</li> <li>- The proposed stadium is a suitable location for new swimming facilities;</li> <li>- People should be able to walk to key services;</li> <li>- The approach should be split into 3 tiers – identifying city wide facilities, district facilities, and local facilities;</li> <li>- The strategy should protect existing facilities. Before loss is permitted, developers should have to show that a facility has no community value and that there are other accessible facilities available in the area.</li> </ul>	
<b>Core Strategy</b>	<ul style="list-style-type: none"> <li>- PPG17</li> <li>- PPS1</li> </ul>	<ul style="list-style-type: none"> <li>- Will create sustainable, low carbon neighbourhoods which</li> </ul>	<ul style="list-style-type: none"> <li>- The revised policy for community facilities is</li> </ul>	<ul style="list-style-type: none"> <li>- There should be a presumption in favour of community facilities</li> </ul>	<ul style="list-style-type: none"> <li>- Whilst more prominence is</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Submission – September 2011</b>		<p>are accessible to a range of new and existing quality community facilities and healthcare and emergency services to meet the needs of residents.</p> <ul style="list-style-type: none"> <li>- Existing services must be protected as much as possible however it is also important to get the most out of existing facilities in making sure they are 'fit for purpose'.</li> <li>- Service provision must keep pace with new development so that communities have satisfactory access to community facilities. Appropriate developer contributions will be important in delivering this</li> <li>- Any new community facilities must be accessible to the communities they serve by walking, cycling and public transport .</li> </ul>	<p>not location specific as per the recommendation and needs to be enforced before any effect can be measured. The implementation of this part of the policy however, should ensure that any new development has appropriate service level.</p> <ul style="list-style-type: none"> <li>- The implications of the revised policy are positive in terms of sustainability.</li> <li>- Provision of new facilities must not lag behind any major development to make sure they facilities are set up ready for the community to use.</li> </ul>	<p>sited within a walking distance of local neighbourhoods;</p> <ul style="list-style-type: none"> <li>- Support for the explanation of what a community facilities can include however one respondent suggested that the definition of community facilities should be expanded.</li> <li>- It was considered that the policy should set out the site size or dwelling thresholds for which contributions for off site infrastructure, such as community facilities, will be required.</li> <li>- Access to cycle routes and outdoor play spaces for children and young people should be included.</li> </ul>	<p>given to the different types of community facilities by a change in presentation and addition of three policies in relation to community facilities, there is no change in the approach.</p>
<b>Local Plan Preferred Options – June 2013</b>	<ul style="list-style-type: none"> <li>- NPPF</li> <li>- The Childcare Act (2006)</li> </ul>	<ul style="list-style-type: none"> <li>- Consultation Draft Built Sports Facilities Strategy (2013)</li> <li>- York Childcare Sufficiency Assessment (2012 Refresh)</li> <li>- Health and Well Being in York: Joint Strategic Needs Assessment (2012)</li> </ul>	<ul style="list-style-type: none"> <li>- The preferred policy approach has been assessed as having a positive effect across several SA objectives with those effects being significant in respect of</li> </ul>	<ul style="list-style-type: none"> <li>- A number of responses were received in relation to the approach to community facilities. Overall the majority of responses supported the approach, however there were several objections and a number</li> </ul>	<p>Also able to have criteria based policies to guide planning application decisions under new local plan</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<ul style="list-style-type: none"> <li>- Promotion of community cohesion and the development of strong, supportive and durable communities through the creation of sustainable, low carbon neighbourhoods where every community has access to quality community facilities to meet day to day needs.</li> <li>- Extension and expansion of existing high quality sustainable built sports facilities. New facilities will be supported that meet an identified gap in provision, are accessible to all and suitable infrastructure exists or can be created to manage and maintain the facility.</li> <li>- New, high quality, childcare facilities will be supported where there is an identified need for the additional provision.</li> <li>- To contribute to residents living long, healthy and independent lives in sustainable neighbourhoods the Local Plan will support new primary healthcare services in accessible locations.</li> </ul>	<p>health and equality and accessibility. This principally reflects the potential for this approach to maximise the provision of new services and facilities by requiring contributions from all development to meet newly arising need which, allied with local criteria to guide the location of community facilities, would help enhance accessibility for both existing and prospective residents.</p> <p>– It is considered that local level policy would enable a robust policy stance to protecting existing community facilities, maintaining accessibility.</p>	<p>of general comments.</p> <ul style="list-style-type: none"> <li>- Provision should be based on need and only be necessary where there is a deficiency. The requirement has not been tested against any cumulative viability assessment.</li> <li>- Sport England considered that the policy on built sports facilities needs to be more clearly expressed</li> <li>- The approach to childcare provision was supported by a number of the city’s nurseries.</li> <li>- The St Leonard’s Hospice site should be allocated to meet the future needs for health care facilities in York.</li> </ul>	<p>development plan in accordance with the NPPF however general approach remains unchanged.</p>

**Policy topic: Education**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<p>PPS1</p>	<ul style="list-style-type: none"> <li>- Regional Economic Strategy</li> <li>- Framework for Regional Employment and Skills Action' (2003).</li> <li>- RSS (December 2004)</li> <li>- Community Strategy</li>   <li>- Links between education and skills and employment made.</li> <li>- Covered under community facilities. Policy approach could be developed based on the following:               <ul style="list-style-type: none"> <li>- Helping to facilitate the reduction of surplus capacity and help to ensure additional places are made available if there are areas of deficit, and take account of any demographic change over the lifetime of the LDF.</li> <li>- Seek new users and new uses for school buildings through implementation of the Extended Schools Initiative (including community use of school facilities, dual use of playing facilities etc).</li> <li>- Ensure that, where new education facilities are proposed, they are sited</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- May be desirable in terms of sustainability to retain some community or open space use on redundant school sites.</li> <li>- Extending the use of school buildings for community uses at times when schools are not in use should ensure the more efficient use of land by combining the use of sites.</li> <li>- Supporting higher and further education facilities in the City, should help to achieve sustainability objectives relating to skills, as well as those relating to the economy. However, any such proposals for new development will need to take into account sustainability objectives relating to the protection of the environment.</li> </ul>	<ul style="list-style-type: none"> <li>- A variety of issues were raised in connection with education and training and employment growth.</li> <li>- There should be investment in education and training so that local people can fill the new jobs.</li> <li>- Developers should be encouraged to use local labour skills in the construction of new buildings and that the education sector, particularly the universities need to recognise the links to economic growth and find ways of supporting that growth, particularly with regard to Science City York.</li> <li>- Dual use of school facilities welcomed and considered that this should be secured through community use agreements.</li> </ul>	<p>- N/A</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>appropriately, well designed and well related to neighbourhood services and amenities (including further and higher education).</p> <ul style="list-style-type: none"> <li>- Ensure that new developments contribute appropriately to meeting education needs they generate.</li> <li>- Help to facilitate the continued success of the University of York and other Further and Higher Education establishments in the City.</li> </ul>			
<p><b>Core Strategy Issues and Options 2 – September 2007</b></p>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- Building Schools for the Future (2007)</li> </ul>	<ul style="list-style-type: none"> <li>- Regional Economic Strategy</li> <li>- Framework for Regional Employment and Skills Action' (2003).</li> <li>- RSS (December 2004)</li> <li>- Community Strategy</li> </ul> <p>- Two options for provision of schools: provide sites for new schools where need has been identified or consolidate facilities on existing sites, providing for expansion of existing buildings where appropriate.</p> <ul style="list-style-type: none"> <li>- Several options put forward for further and higher education including combining</li> </ul>	<ul style="list-style-type: none"> <li>- Many of the decisions relating to educational and training needs will be controlled by matters largely beyond the role of the LDF and be up to individual funding and expansion schemes by these institutions and the Local Education Authority</li> <li>- Sustainability implications of the provision of schools include ensuring good accessibility to new facilities, and ensuring the efficient use of land and other resources by avoiding building new facilities where</li> </ul>	<ul style="list-style-type: none"> <li>- See above</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>new development with current or identified further and higher educational, providing student housing in line with the expansion of student numbers, the need to ensure a sustainable transport system and promote public access to sporting, cultural and social facilities connected to the education institution.</p>	<p>upgraded facilities or more efficient use of available land would be more suitable.</p> <ul style="list-style-type: none"> <li>- For the approach to further and higher education should ensure the most efficient use of land, without overdeveloping sites</li> <li>- Should ensure students have an affordable place to live in locations that allow good access</li> <li>- Should ensure that where suitable, facilities are open for public use to ensure proper integration into communities</li> </ul>		
<p><b>Core Strategy Preferred Options – June 2009</b></p>	<p>- PPS1</p>	<ul style="list-style-type: none"> <li>- RSS (2008)</li> <li>- RSS Sustainable Settlement Study (2004)</li> <li>- Covered under ‘access to services’ in Policy CS8</li> <li>- Preferred approach is to provide accessible local services, including schools.</li> <li>- As required, new or improved education facilities will be provided to support new development. The Council will require new development to contribute towards ensuring there are</li> </ul>	<ul style="list-style-type: none"> <li>- Approach supports sustainability objective EC2 ‘Good education and training opportunities for all which build the skills capacity of the population’ through providing and supporting an education, skills and training framework within the city.</li> <li>- Recommended that the Council re-word policy CS8 to emphasise that new development in Local Service Centres and Villages should be premised</li> </ul>	<ul style="list-style-type: none"> <li>- Ambitions of all educational institutions in city need to be recognised and supported, including ongoing development of York College.</li> <li>- The approach should acknowledge the significance of Askham Bryan College as it provides specialist land-based education and training of national and regional importance.</li> <li>- The approach should be strengthened to support increased levels of training and development for the current,</li> </ul>	<ul style="list-style-type: none"> <li>- Approach broadly similar but now comes under the community facilities and access to services theme rather than separately under education.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>sufficient facilities to meet the needs of future occupiers.</p> <ul style="list-style-type: none"> <li>- Will seek to secure community access to new sports and cultural facilities which are developed on education sites in order to increase the resources available to local communities</li> <li>- Will facilitate the continued success of higher and further education establishments in the city, in particular through supporting the development of the additional university campus 'Heslington East' and the potential expansion of further education establishments.</li> </ul>	<p>on increasing accessibility.</p> <ul style="list-style-type: none"> <li>- To avoid pressure on existing services it will be important for the Council to ensure that new facilities do not 'lag behind' new development.</li> </ul>	<p>and future, workforce.</p> <ul style="list-style-type: none"> <li>- Planning agreements should be used to secure training facilities for disadvantaged groups and to improve access to buildings and IT.</li> <li>- Developments and construction sites should have a real benefit to those in learning through apprenticeships, work experience for 14 -19 year olds, and undergraduate and graduate internships.</li> <li>- Access to services should be split into a number of different policies.</li> </ul>	
<p><b>Core Strategy Submission – September 2011</b></p>	<p>Schools White Paper (November 2010)</p>	<ul style="list-style-type: none"> <li>- RSS(2008)</li> <li>- Community Strategy</li> <li>- Local Area Statement of Need for the Provision of Learning for Young People aged 16–19 (October 2010)</li> <li>- Adult Learning and Skills Strategy (2007) and the 14-19 Plan (2009)</li> <li>- 14-19 Plan (2009)</li> <li>- Support for the promotion of the City as both a nationally and internationally recognised</li> </ul>	<ul style="list-style-type: none"> <li>- The inclusion of this policy has bridged a gap from the Preferred Options document to recognise the need and importance of education, skills and training within York.</li> <li>- Evidence suggests that the high skills base and links to educational establishments within the city has supported the economy through the recession and made the area a key economic</li> </ul>	<ul style="list-style-type: none"> <li>- Too permissive and unconstrained which is not sustainable.</li> <li>- Should support the creation of sufficient jobs across the skill base to provide York's school and college leavers and graduates with local employment.</li> <li>- Policy approach to targeted recruitment and training should be deleted, it does not comply with Community Infrastructure Levy Regulations and it is not a</li> </ul>	<ul style="list-style-type: none"> <li>- Education now covered in its own section in response to consultation representations.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>centre of excellence for education and learning, with a commitment to lifelong learning and a culture of enterprise, innovation and creativity.</p> <p>- Will ensure the whole community in York have the education and skills that will enable them to play an active part in society and contribute to the life of the City and will utilise the planning process to target recruitment and training in construction and other related industries.</p>	<p>competitor within the region.</p> <p>- The policy aims to continue and improve this role and has been appraised as positive in terms of economic and social objectives.</p> <p>- Will support the learning of skills for all in York, provide a competent and educated workforce to support the wider economy and to support the role of higher educational establishments including the universities.</p> <p>- Increasing community access to educational sites will also aid community participation in sports and recreational activities across the city. In the wider sense, this will also enable improved health and well-being for the population.</p> <p>- Requirement for future expansions to include for accommodation for the corresponding amount of students anticipated should support the students in the educational system with suitable accommodation throughout their studies.</p>	<p>matter for the LDF or planning policy.</p> <p>- Reference should be added to apprenticeship opportunities.</p> <p>- Suggested that there should be framework for green infrastructure/ecosystem services training to link new skills training using University, Colleges and Schools to learn about the countryside.</p> <p>- The informal system for the development of skills for personal development and fulfilment in life should be referenced.</p>	

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			<ul style="list-style-type: none"> <li>- Targeted recruitment and training whilst aimed at the construction industry could be more valuable if the scope of its application be broadened to all roles within this type of industry. For example, it is not only construction which is associated to development, there is also practical applications for archaeology and landscaping which may be able to contribute to skills building and training on site.</li> </ul>		
<b>Local Plan Preferred Options – June 2013</b>	NPPF Schools White Paper	<ul style="list-style-type: none"> <li>- Dream Again: York's Strategic Plan for Children, Young People and Their Families 2013-2016 (2012)</li> <li>- York Local Area Statement of Need September 2012: For the Provision of learning for young people aged 14-19 or aged up to 25 subject to a learning difficulty assessment (2012)</li> <li>- School Playing Fields Assessment Technical Paper (2010)</li> <li>- Approach is to facilitate the provision of sufficient modern education facilities for the</li> </ul>	<ul style="list-style-type: none"> <li>- Positive effect across several SA objectives with those effects being significant in respect of health (SA Objective 2), education (SA Objective 3), economy (SA Objective 4) and equality and accessibility (SA Objective 5).</li> <li>- The preferred approach has not been assessed as having significant (or minor) negative effects on any of the SA objectives.</li> <li>- The preferred approach is considered to out-perform, in sustainability terms, the</li> </ul>	<ul style="list-style-type: none"> <li>- Support for the policy.</li> <li>- Envisage a policy for Askham Bryan College similar to that for the University which would guide the type, form and location of new development within the settlement limit.</li> <li>- The Council should rely on the NPPF to guide development of Education facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- No change in approach, however, higher education now covered in a separate section in response to consultation outcomes.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>delivery of preschool, primary and secondary school education to meet an identified need and address deficiencies in existing facilities. This includes new provision, where required, to support strategic housing allocations and any future developments of Academies and Free Schools which reflect the aspirations of local communities</p> <ul style="list-style-type: none"> <li>- Local criteria set out to guide education provision and accessibility</li> <li>- The continued success of all further and higher education institutions is supported, including any further expansion of their teaching and research operations, other facilities and student accommodation at their existing sites and campuses</li> <li>- Developments with a construction cost of £1million or more are required to provide skills and training opportunities, on or off site.</li> </ul>	<p>reasonable alternatives and none of the alternatives were assessed as performing better than the preferred approach against any of the SA objectives.</p>		

**Policy topic: Universities**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<p>- PPS1</p>	<p>- Regional Economic Strategy                      - Framework for Regional Employment and Skills Action' (2003).                      - RSS (December 2004)                      - Community Strategy</p> <p>- Access to university one of four criteria in selection employment of sites. Evidence base indicates that development of business clusters in the region will also depend on good links with higher education facilities</p> <p>- Important that the Core Strategy recognises the Council's continuing support for the growth of Further and Higher Education in the City, especially the University of York.</p> <p>- Covered under community facilities. Policy approach could be developed based on helping to facilitate the continued success of the University of York and other Higher Education</p>	<p>- Supporting higher education facilities in the City should help to achieve sustainability objectives relating to skills, as well as those relating to the economy. However, any such proposals for new development will need to take into account sustainability objectives relating to the protection of the environment.</p>	<p>- A variety of issues were raised in connection with education and training and employment growth.                      - There should be investment in education and training so that local people can fill the new jobs.                      - Developers should be encouraged to use local labour skills in the construction of new buildings and that the education sector, particularly the universities need to recognise the links to economic growth and find ways of supporting that growth, particularly with regard to Science City York.                      - Suggested that York University needs to be better integrated into the City                      - The Core Strategy should refer to York St John University.</p>	<p>- N/A</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		establishments in the City.			
<b>Core Strategy Issues and Options 2 – September 2007</b>	- PPS1	<ul style="list-style-type: none"> <li>- Regional Economic Strategy</li> <li>- Framework for Regional Employment and Skills Action' (2003).</li> <li>- RSS (December 2004)</li> <li>- Community Strategy</li> <li>- Future York Group Report</li>   <li>- Approaches to the University of York include providing for Science City York and Research and Development uses; and/or maintain or enhance the parkland setting, views and ecology of the campuses.</li> <li>- Heslington East identified as a major development opportunity.</li> <li>- Proximity to university and other institutions one of six criteria in selection employment of sites</li> </ul>	<ul style="list-style-type: none"> <li>- For the approach to further and higher education should ensure the most efficient use of land, without overdeveloping sites</li> <li>- Should ensure students have an affordable place to live in locations that allow good access</li> <li>- Should ensure that where suitable, facilities are open for public use to ensure proper integration into communities</li> <li>- For York University, maintaining the parkland setting and ecological value of the area will be the most positive in terms of environmental protection and enhancement.</li> <li>- Enhancing Science City York role at this site will have advantages for the communities of York</li> <li>- Clear economic advantages to York of developing R&amp;D industries as part of Science City York.</li> </ul>	- See above	- N/A
<b>Core Strategy Preferred Options – June 2009</b>	- PPS1 - PPS4	<ul style="list-style-type: none"> <li>- RSS (2008)</li> <li>- RSS Sustainable Settlement Study (2004)</li> <li>- Employment Land Review 1 and 2</li>   <li>- Covered under 'access to</li> </ul>	<ul style="list-style-type: none"> <li>- Approach supports sustainability objective EC2 'Good education and training opportunities for all which build the skills capacity of the population' through providing and supporting an education,</li> </ul>	- Too much emphasis is placed on the expansion of the University of York at the expense of other establishments, such as York St John University, which make a significant	- Approach broadly similar but now comes under the community facilities and access to

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>services' and the employment section</p> <p>-- Will seek to secure community access to new sports and cultural facilities which are developed on education sites in order to increase the resources available to local communities</p> <p>- Will facilitate the continued success of higher and further education establishments in the city, in particular through supporting the development of the additional university campus 'Heslington East' and the potential expansion of further education establishments.</p> <p>- Heslington East, the University of York's new campus extension can accommodate all of the City's anticipated demand for free standing B1 (b) Research and Development uses.</p>	<p>skills and training framework within the city.</p> <p>- The research and development (use class B1(b)) role offered in association with the new University of York Campus will strengthen links between the existing science park and the University potentially offering further training and educational opportunities for students.</p>	<p>contribution to the educational needs of the City.</p> <p>- Concern over the 'studentification' of parts of the City, which can damage communities. The strategy should address concerns about the impacts of additional students and the University expansion.</p> <p>- Need to introduce a policy to ensure students are retained in the city.</p> <p>- Developments and construction sites should have a real benefit to those in learning through apprenticeships, work experience for 14 -19 year olds, and undergraduate and graduate internships.</p> <p>- Access to services should be split into a number of different policies.</p>	<p>services theme rather than separately under education.</p> <p>- Recognition of economic role of University of York maintained.</p>
<b>Core Strategy Submission</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPS4</li> </ul>	<ul style="list-style-type: none"> <li>- Employment Land Review 1 and 2</li> <li>- RSS(2008)</li> <li>- Community Strategy</li> </ul>	<p>- The inclusion of this policy has bridged a gap from the Preferred Options document to recognise the need and</p>	<ul style="list-style-type: none"> <li>- Too permissive and unconstrained which is not sustainable.</li> <li>- Consideration should be</li> </ul>	<ul style="list-style-type: none"> <li>- Education now covered in its own section in response to</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
September 2011		<ul style="list-style-type: none"> <li>- Support for the promotion of the City as both a nationally and internationally recognised centre of excellence for education and learning, with a commitment to lifelong learning and a culture of enterprise, innovation and creativity.</li> <li>- Will ensure the whole community in York have the education and skills that will enable them to play an active part in society and contribute to the life of the City and will utilise the planning process to target recruitment and training in construction and other related industries.</li> <li>- Will ensure that Higher Education Institutions address the need for any additional student accommodation which arises because of their future expansion. Provision will be expected to be made on campus where possible.</li> <li>- Premises for Research &amp; Development (B1(b)) will be</li> </ul>	<p>importance of education, skills and training within York.</p> <ul style="list-style-type: none"> <li>- Evidence suggests that the high skills base and links to educational establishments within the city has supported the economy through the recession and made the area a key economic competitor within the region.</li> <li>- The policy aims to continue and improve this role and has been appraised as positive in terms of economic and social objectives.</li> <li>- Will support the learning of skills for all in York, provide a competent and educated workforce to support the wider economy and to support the role of higher educational establishments including the universities.</li> <li>- Increasing community access to educational sites will also aid community participation in sports and recreational activities across the city. In the wider sense, this will also enable improved health and well-being for the population.</li> <li>- Requirement for future expansions to include for accommodation for the</li> </ul>	<p>given to the allocation of suitable sites for purpose built student housing.</p> <ul style="list-style-type: none"> <li>- The provision of student housing should not be required to be on campus.</li> <li>- Should support the expansion of the Heslington West campus in addition to Heslington East.</li> <li>- Should support the creation of sufficient jobs across the skill base to provide York's school and college leavers and graduates with local employment.</li> <li>- Policy approach to targeted recruitment and training should be deleted, it does not comply with Community Infrastructure Levy Regulations and it is not a matter for the LDF or planning policy.</li> <li>- Reference should be added to apprenticeship opportunities.</li> <li>- Suggested that there should be framework for green infrastructure/ecosystem services training to link new skills training using University, Colleges and</li> </ul>	<p>consultation representations.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>provided through maximising the economic benefits of the city's education establishments, this includes up to 25ha of land at the University of York Heslington East Campus.</p>	<p>corresponding amount of students anticipated should support the students in the educational system with suitable accommodation throughout their studies.</p> <ul style="list-style-type: none"> <li>- Targeted recruitment and training whilst aimed at the construction industry could be more valuable if the scope of its application be broadened to all roles within this type of industry. For example, it is not only construction which is associated to development, there is also practical applications for archaeology and landscaping which may be able to contribute to skills building and training on site.</li> </ul>	<p>Schools to learn about the countryside.</p> <ul style="list-style-type: none"> <li>- The informal system for the development of skills for personal development and fulfilment in life should be referenced.</li> </ul>	
<p><b>Local Plan Preferred Options – June 2013</b></p>	<ul style="list-style-type: none"> <li>- NPPF</li> </ul>	<ul style="list-style-type: none"> <li>- York St. John University Strategy for Sport 2012-2015 (2012)</li> <li>- York St. John University: Our Strategy 2012-2015 (2012)</li> <li>- 2008/00005/OUT: Heslington East Outline Planning Consent, as implemented</li> <li>- Development Brief: Heslington East University of York Campus (2004)</li> </ul>	<ul style="list-style-type: none"> <li>- The preferred policy approach has been assessed as having a positive effect across several SA objectives with those effects being significant in respect education (SA Objective 3).</li> <li>- The provision of local criteria is also expected to generate wider benefits in respect of the environmental SA objectives (although not to a level considered to be significant) for example, by ensuring that new</li> </ul>	<ul style="list-style-type: none"> <li>- Support for the provision of detailed local criteria to guide form and location of university development.</li> <li>- Policy will help to retain the distinctive character of the campus and its landscape setting.</li> </ul>	<ul style="list-style-type: none"> <li>- No change in approach, however, higher education now covered in a separate section in response to consultation outcomes.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<ul style="list-style-type: none"> <li>- University of York Heslington Campus Development Brief for Future Expansion (1999)</li> <li>- Detailed local criteria provided to guide form and location of university development</li> </ul>	<p>development is accessible and does not adversely affect the City's special character.</p> <ul style="list-style-type: none"> <li>- The preferred approach has not been assessed as having significant (or minor) negative effects on any of the SA objectives.</li> <li>- Overall, the preferred approach is considered to out-perform, in sustainability terms, the reasonable alternatives and none of the Alternatives were assessed as performing better than the preferred approach against any of the SA objectives.</li> </ul>		

**Policy topic: Design and the Historic Environment**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPG15</li> <li>- PPG16</li> <li>- Planning (Listed Buildings and Conservation Areas) Act 1990</li> <li>- Ancient Monuments and Archaeological Areas Act 1979</li> </ul>	<ul style="list-style-type: none"> <li>- Draft RSS (selective review of RPG12, Dec 2004)</li> <li>- Evidence base provides basis for understanding City's special characteristics, and informing strategic policy context.</li> <li>- Discusses key issues relevant to design and the historic environment, with the aim of delivering a single strategic policy</li> </ul>	<ul style="list-style-type: none"> <li>- Plan's approach seeks to retain historic character in order to protect city's attractiveness, economic prosperity and ensure high quality new development.</li> </ul>	<ul style="list-style-type: none"> <li>- Should restate duty to preserve and enhance historic character</li> <li>- Suggested we seek a higher standard of design quality through the LDF;</li> <li>- support for CABE based design principles bolstered by local evidence (including VDSs, CAAs and further SPDs);</li> <li>- Support for producing Local List</li> </ul>	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>PPS1</li> <li>PPG15</li> <li>PPG16</li> <li>Planning (Listed Buildings and Conservation Areas) Act 1990</li> <li>Ancient Monuments and Archaeological Areas Act 1979</li> </ul>	<ul style="list-style-type: none"> <li>- Draft RSS (selective review of RPG12, Dec 2004)</li> <li>- Draft RSS (Dec 2005)</li> <li>- Restates design principles, but offers more debate around York's specific characteristics, and the potential for further local character</li> </ul>	<ul style="list-style-type: none"> <li>- Preserving the quality of York's historic environment is key to its economic success, and liveability</li> <li>- The Plan should promote specific design approaches for site allocations.</li> <li>- Should give particular care to protect unlisted as</li> </ul>	<ul style="list-style-type: none"> <li>- Should restate duty to preserve and enhance historic character.</li> <li>- The plan should seek a 'visionary approach' to design quality;</li> <li>- Support for CABE based design principles bolstered by local evidence (including VDSs, CACAs and further SPDs)</li> <li>- Support producing Local List</li> </ul>	- N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
	Overall these advise putting in place policies to preserve and enhance the historic environment, including policies for protection, enhancement and preservation of sites of archaeological interest.	appraisal work to be carried out, in response to consultation comments.	well as listed buildings and structures.	- Should assess impact of level of growth proposed on historic environment	
<b>Core Strategy Preferred Options – June 2009</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPG15</li> <li>- PPG16</li> <li>- Planning (Listed Buildings and Conservation Areas) Act 1990</li> <li>- Ancient Monuments and Archaeological Areas Act 1979</li> </ul>	<p>RSS (May 2008)</p> <ul style="list-style-type: none"> <li>- Gives substantial weight to the need to appraise local character alongside establishing a series of guiding design principles.</li> <li>- It is specific in its targets to prepare a CACA for the City's central historic core, and characterisation studies for strategic sites.</li> <li>- Detailed polices are included for the city</li> </ul>	<ul style="list-style-type: none"> <li>- Supportive of general design approach, which aims to preserve the quality of York's historic environment. This is key to its economic success, and liveability.</li> <li>- Plan should give particular care to protect unlisted as well as listed buildings and structures.</li> </ul>	<ul style="list-style-type: none"> <li>- General support for commitment to further appraising and understanding the city's special character, in particular VDS and the Local List.</li> <li>- Some support for further design guidelines for strategic sites</li> </ul>	No change in general approach from Local Plan (2005)

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		centre and York Northwest strategic site.			
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPS5</li> <li>- Planning (Listed Buildings and Conservation Areas) Act 1990</li> <li>- Ancient Monuments and Archaeological Areas Act 1979</li> <li>- Draft NPPF.</li> </ul>	<ul style="list-style-type: none"> <li>- The Heritage Topic Paper (CYC, 2011):</li> <li>- Heritage Topic Paper, to defines those assets of strategic importance to the special character and setting of York which are included within the policy.</li> <li>- Widens the scope of the approach to allow for impact on non-designated assets to be appraised.</li> <li>- Targets also allow for the completion of site specific heritage statements and design briefs for major sites.</li> </ul>	<ul style="list-style-type: none"> <li>- Welcomes scope of policy, and clear requirements set out for development industry.</li> <li>- Establishes common baseline for heritage appraisal.</li> <li>- Supportive of general design approach, which aims to preserve the quality of York’s historic environment. This is key to its economic success, and liveability.</li> </ul>	<ul style="list-style-type: none"> <li>- English Heritage supportive of approach to include 6 principal ‘special characteristics’;</li> <li>- Need for more weight to be given to existing SPDs, including VDSs.</li> </ul>	<ul style="list-style-type: none"> <li>- Responds to SA and consultation comments evidence base undertaken to understand better York’s characteristics. This is the basis for the revised approach which focuses on protecting and enhancing these characteristics.</li> </ul>
<b>Local Plan Preferred Options – June 2013</b>	<ul style="list-style-type: none"> <li>- NPPF</li> <li>- Planning (Listed Buildings and Conservation Areas) Act 1990</li> <li>- Ancient Monuments and</li> </ul>	<ul style="list-style-type: none"> <li>- Heritage Topic Paper (CYC, update 2013)</li> <li>- Approach recognises the outstanding quality</li> </ul>	<ul style="list-style-type: none"> <li>- Proposed policy approach would restrict development which would affect designated and non-designated assets. This is likely to have</li> </ul>	<ul style="list-style-type: none"> <li>- Lack of general design/amenity policy.</li> <li>- Include references to existing evidence, including VDS, and commitment to Local List.</li> <li>- Refer to all assets, not just</li> </ul>	<ul style="list-style-type: none"> <li>- No change in approach but more detailed policies provided.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
	Archaeological Areas Act (1979)	<p>of the historic environment, its inherent value to the city and the central role it plays in York's economic success.</p> <p>- York's special qualities are key considerations in determining the design implications of development</p>	positive outcomes in sustainability terms.	<p>those 'designated'.</p> <p>- Clearer guidance on level of detail to be submitted in support of planning applications;</p>	

**Policy Topic: Green Infrastructure, Open Space and Recreation**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPS9</li> </ul>	<ul style="list-style-type: none"> <li>- Draft RSS (selective review of RPG12, Dec 2004)</li> <li>- Protect and enhance the region's biodiversity and landscape</li> <li>- Increase regional tree cover</li> </ul>	<ul style="list-style-type: none"> <li>- Policy should seek to conserve and enhance existing resource rather than identify new sites and landscapes;</li> </ul>	<ul style="list-style-type: none"> <li>- General support for policy approach to protect and enhance species, landscape and rivers and increase woodland/tree cover.</li> <li>- Need for biodiversity action plan asap, and EIA to appraise impacts of development on natural resources.</li> </ul>	<ul style="list-style-type: none"> <li>- Green Infrastructure not covered in I+O 1 as term was in its infancy. I+O 2 doc introduced the overarching concept;</li> <li>- Policy should reflect progress on Biodiversity Action Plan and SINC assessment</li> <li>- Open space to be covered separately, dealing with quantity, quality and accessibility.</li> </ul>
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>-PPS1</li> <li>-PPS9</li> </ul>	<ul style="list-style-type: none"> <li>- Draft RSS (selective review of RPG12, Dec 2004)</li> <li>- Draft RSS (Dec 2005)</li> <li>- Protect and enhance the region's biodiversity and landscape</li> <li>- Increase regional tree cover</li> <li>- Open Space, Sport and Recreation Study advocates an increased emphasis on the value and contribution of</li> </ul>	<ul style="list-style-type: none"> <li>- Generally positive impact on biodiversity.</li> <li>- Consider identifying key routes and green wedges as green infrastructure network</li> <li>- Take care not to prioritise protection of landscape character over biodiversity;</li> </ul>	<ul style="list-style-type: none"> <li>- General support for policy approach to protect and enhance species, landscape and rivers and increase woodland/tree cover.</li> <li>- Need for biodiversity action plan asap, and EIA to appraise impacts of development on natural resources.</li> </ul>	<ul style="list-style-type: none"> <li>- See above.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>existing sites rather than the identification of new sites.</p> <ul style="list-style-type: none"> <li>- Emerging Biodiversity Action Plan and SINC assessment</li> </ul>			
<p><b>Core Strategy Preferred Options – June 2009</b></p>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPS9</li> <li>- PPG17</li> </ul>	<ul style="list-style-type: none"> <li>- RSS (May 2008)</li> <li>- protect and enhance the region's biodiversity and landscape</li> <li>- increase regional tree cover</li> <li>- Emerging Biodiversity Audit and Action Plan and SINC assessment</li> <li>- Sets out policy approach to Open Space i.e. improving quality of existing open space and improving access.</li> <li>- PPG17 assessment and adoption of ANGSt standards to inform Core Strategy and other emerging DPDs</li> </ul>	<ul style="list-style-type: none"> <li>- Generally positive impacts from improved access to existing open space, and approach to address deficiencies where they exist.</li> <li>- Generally positive impacts through managing biodiversity and green space</li> <li>- Potential conflict through recreation/biodiversity management as access and therefore use improves. Policy should explicitly mention intention to manage recreational space.</li> </ul>	<ul style="list-style-type: none"> <li>- General support for policy approach</li> <li>- Broad range of comments covering biodiversity, recreational open space, green space, trees and woodland.</li> <li>- Make more reference to overarching benefits of green in economic/environmental terms</li> </ul>	<ul style="list-style-type: none"> <li>- Move to Preferred Options necessitates full wording of policy objectives and criteria;</li> <li>- Separate consideration given to 'Open Space', outside of green infrastructure;</li> <li>- To allow for outcomes of emerging work mapping green corridors</li> <li>- Commitment to producing Green Infrastructure SPD</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- PPS9</li> <li>- PPG17</li> </ul>	<ul style="list-style-type: none"> <li>- Biodiversity Audit and Action Plan, 2011</li> <li>- Leeds City Region GI Strategy, 2010</li> <li>- Open Space, Sport and Recreation Study, 2008</li> <li>- Green Corridor Technical Paper, 2011</li> </ul>	<ul style="list-style-type: none"> <li>- Overall impact is likely to be positive</li> <li>- Approach includes commitment to produce Green Inf. Strategy</li> <li>- Gives greater clarity to developers on what will be expected in support of/to inform a planning application</li> <li>- Policy is more comprehensive in its approach to maintain, enhance and protect areas of biodiversity across its many functions.</li> </ul>	<ul style="list-style-type: none"> <li>- General support, including from Natural England, English Heritage and the Environment Agency;</li> <li>- Include additional targets linked to Biodiversity Action Plan;</li> <li>- Commit to Playing Pitch Strategy;</li> <li>- Need for further masterplanning in relation to identified Areas of Search for development, to ensure appropriate green space provision/management</li> </ul>	<ul style="list-style-type: none"> <li>- Strategic Green Infrastructure objective reworded to recognise GI benefits across the themes of sustainability.</li> <li>- To improve clarity, policy makes distinction between ongoing GI strategy, which includes studies to appraise extent and quality of existing GI, and Dev management style ‘criteria based policy’ approach.</li> <li>- Removal of ANGSt as an indicator – reference instead to targets in Open Space Study</li> </ul>
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- Biodiversity Audit, 2011 and Action Plan, 2013</li> <li>- Leeds City Region GI Strategy, 2010</li> <li>- Open Space, Sport and Recreation Study, 2008 (note emerging 2014 update)</li> <li>- Consultation Draft Playing Pitch Strategy, 2013</li> </ul>	<ul style="list-style-type: none"> <li>- Generally positive impact on SA objectives.</li> <li>- The preferred approach is expected to help protect and enhance the City’s existing green infrastructure assets including all biodiversity resources, areas of landscape value and open space. By</li> </ul>	<ul style="list-style-type: none"> <li>- Need for Green infrastructure Strategy</li> <li>- Need for Tree Strategy</li> <li>- Need to reassess green spaces for biodiversity value</li> <li>- Biodiversity policy should be more detailed to inform development decision making</li> <li>- CIL requirement is overly onerous, particularly on smaller sites</li> </ul>	<ul style="list-style-type: none"> <li>-- Move to Local Plan necessitated full range of strategic policies contained within a single document.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>- Green Infrastructure section includes policies on Green Infrastructure, Biodiversity, Trees, Open Space/Playing Pitches, New Open Space, Green Corridors and Access to Nature.</p>	<p>prioritising the protection of functional green infrastructure, the approach would also help to conserve and enhance York's special character and landscape and may encourage the best use of land. Green infrastructure in York has an important flood water storage role.</p> <p>- the preferred approach would also require major development to provide open space provision on/off site thereby helping to ensure that newly arising need for open space is met.</p>		

**Policy Topic: Approach to Development in the Green Belt**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	- PPG2	<ul style="list-style-type: none"> <li>- RSS</li> <li>- The Approach to the Green Belt Appraisal (2003)</li> <li>- Purpose of Green Belt should be to preserve the setting and special character of historic towns. List of categories detailed which identify their contribution to preserving the historic character and setting of York.</li> </ul>	<ul style="list-style-type: none"> <li>- The use of green belt policy, as a strategic policy tool, and with the need under current policy for a boundary to be defined for the plan period and beyond need to be addressed as part of the selection of strategic spatial alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>- Green Belt is vital and as such not adequately addressed and should have its own separate section.</li> <li>- The role of the Green Belt in preserving the historic character and setting of York is a key factor in determining the location of future development.</li> </ul>	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	PPG2	<ul style="list-style-type: none"> <li>- RSS</li> <li>- The Approach to the Green Belt Appraisal (2003)</li> <li>- Creating a permanent Green Belt for York that preserves its special character and setting, whilst ensuring sustainable development part of the spatial objectives of the plan.</li> <li>- Whole section now dedicated to York's Green Belt to provide greater</li> </ul>	<ul style="list-style-type: none"> <li>- When considering which areas are most suitable for expansion and most suitable for exclusion from the Green Belt, may be necessary to apply different tests to different circumstances.</li> <li>- May not be suitable to pursue Option 1 as this is not in keeping with national policy set by the PPG. It may be that a single 'primary' purpose is not the most suitable way of designating Green Belt in</li> </ul>	<ul style="list-style-type: none"> <li>- Preserving the historic character and setting of York is a key influence that should be considered when refining the approach to the location of development.</li> <li>- Supported option to run the Green Belt until 2029.</li> <li>- Primary purpose of Green Belt to preserve the setting and special character of York.</li> <li>- More emphasis to be placed on the protection of the Green belt from development.</li> </ul>	<ul style="list-style-type: none"> <li>- Approach still not determined but greater clarity and importance placed on the Green Belt with the inclusion of a dedicated chapter.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>emphasis on improving and understanding its role for York.</p> <ul style="list-style-type: none"> <li>- Two options as to the lifespan of York's Green Belt: Option 1: To 2029, this is longer than the emerging Regional Spatial Strategy period which runs to 2021, or Option 2: Another date.</li> <li>- Two options as to the primary purpose of the green belt: Option 1: To preserve the setting and special character of York; or Option 2: One or more of the following; to check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; -to assist in safeguarding the countryside from encroachment; -to preserve the setting and special character of historic towns; and/or to assist in urban regeneration by encouraging the recycling of derelict and other urban</li> </ul>	<p>York and the test needed may vary depending on the specifics of any particular location.</p>		

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		land.			
<b>Core Strategy Preferred Options – June 2009</b>	PPG2	<ul style="list-style-type: none"> <li>- RSS</li> <li>- The Approach to the Green Belt Appraisal (2003)</li> <li>- To create a permanent green belt for York that will endure until at least 2030.               <ul style="list-style-type: none"> <li>-- To maintain and preserve the historic setting of York;</li> </ul> </li> <li>- To retain and protect special features such as the strays, green wedges and views of the Minster; and</li> <li>- To reflect the other purposes set out in PPG2.</li> <li>- Role of York Green Belt now articulated through policy rather than strategy.</li> <li>- Boundaries of Green Belt and Major Developed Sites to be defined in Allocations DPD. When setting Green Belt boundaries it must be ensured that the development needs of York can be met until at least 2030 outside the proposed Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>- Acknowledges importance of the Green Belt helping to protect the most important sites in terms of quality landscape, biodiversity and historic interest. Green belt is also needing to allow appropriate growth within the city and that in order to designate it, different tests should be applied where applicable.</li> <li>- Would be beneficial for the core strategy to encourage the use of land designated as Greenbelt in line with PPG2 to reinforce the designated land as an asset of the city. These uses could include rural diversification and the use of natural environment for recreational activity as well as supporting measures which address climate change in York and which would meet reducing York's ecological footprint.</li> </ul>	<ul style="list-style-type: none"> <li>- Numerous comments on the section as a whole. Generally felt that there needs to be further clarity on the role of the York's historic character and setting and the green belt. Differing views on the life span of the green belt.</li> </ul>	Introduction of policy to provide greater strength and emphasis to the role of the Green Belt.

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>They must be in line with the Core Strategy Spatial Principles taking account of the levels of growth set out in the RSS.</p> <ul style="list-style-type: none"> <li>- Draft proposals map included in Allocations DPD with all options for sites included.</li> </ul>			
<p><b>Core Strategy Submission – September 2011</b></p>	<ul style="list-style-type: none"> <li>- PPG2</li> <li>- Draft NPPF</li> </ul>	<ul style="list-style-type: none"> <li>- The Approach to the Green Belt Appraisal (2003)</li> <li>- Historic Character and Setting Technical Paper (2011)</li> <li>- RSS</li> <li>- Refined policy, general policy approach retained from preferred options.</li> <li>- Confirmation that the Greenbelt boundary will endure until 2031 has been stated.</li> <li>- Land outside the Sub Regional City, Large Villages and Villages, will be included within the general extent of York's Green Belt, with designated Small Villages being washed over.</li> </ul>	<ul style="list-style-type: none"> <li>- The revised Greenbelt policy in York has been appraised as having mostly a positive impact on the economic, social and environmental objectives within the SA.</li> </ul>	<ul style="list-style-type: none"> <li>- Concern in relation to the permanence of the Green Belt and proposed Areas of Search.</li> <li>- Support for Policy CS1 and the intention to establish a permanent Green Belt.</li> </ul>	<ul style="list-style-type: none"> <li>- No change in approach but revised policy has been made more concise and tighter in specification for greater clarity. This is in line with national policy.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<ul style="list-style-type: none"> <li>- Only very restricted types of development appropriate to the purposes of the Green Belt will be permitted.</li> <li>- Boundaries to be defined in Allocations DPD.</li> <li>-Draft proposals map included in Allocations DPD with all options for sites included.</li> <li>- Will also address, within the York context, the other purposes of Green Belts set out in PPG2.</li> </ul>			
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- The Approach to the Green Belt Appraisal (2003)</li> <li>- Historic Character and Setting Technical Paper (2011)</li> <li>- Saved policies of otherwise revoked RSS</li> <li>- Role of York’s Green Belt defined as policy in the Spatial Strategy.</li> <li>- Whole section now dedicated to development in the green belt and villages washed over by the Green Belt.</li> <li>- Policies included on what</li> </ul>	<ul style="list-style-type: none"> <li>- Preferred policy approach is considered to have a positive effect across all the relevant economic, social and environmental SA objectives.</li> </ul>	<ul style="list-style-type: none"> <li>- Mixture of objections to the wording of the policy</li> <li>- Support to the general direction of the policy.</li> </ul>	<ul style="list-style-type: none"> <li>- No change in approach but greater clarity in terms of the role of the Green Belt and what types of development are appropriate. This is in line with national guidance.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>is appropriate development in the green belt, what is permitted in areas washed over by the greenbelt, reuse of buildings in the green belt, exception sites for affordable housing and major developed sites in the green belt.</p>			

**Policy Topic: Renewable Energy and Sustainable Design and Construction**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<ul style="list-style-type: none"> <li>- PPS22</li> <li>- Energy White Paper (2003)</li> <li>- Securing the Future: delivering the UK Sustainable Development Strategy</li> </ul>	<ul style="list-style-type: none"> <li>- Sub-regional Renewable Energy Assessments and Targets Study 2004</li> <li>- Delivering Renewable Energy in North Yorkshire (2005)</li> <li>- Above studies led to a target-based approach for the city to achieve using renewable energy schemes.</li> <li>- It is recommended that the energy hierarchy should be adopted as the overarching framework for energy policy within the Core Strategy.</li> <li>- Options include Onshore wind, Biomass (wood and other), Hydro electricity, Ground source heat pumps, photo-voltaics.</li> </ul>	<ul style="list-style-type: none"> <li>- The approach to Renewable Energy put forward is compatible with the aim of achieving a greater level of sustainable development in the City of York.</li> <li>- It may also be suitable for the LDF and the Core Strategy to consider how buildings can be designed to take into account the effects of climate change</li> </ul>	<ul style="list-style-type: none"> <li>- The main priority suggested by respondents was to reduce consumption.</li> <li>- It was suggested that information within this chapter is misleading and ambitious.</li> <li>- Should focus on what York can do best.</li> <li>- Some talked about encouraging community based energy schemes which should be encouraged by working with other local bodies.</li> </ul>	<p>N/A</p>
<p><b>Core Strategy Issues and Options 2 – September 2007</b></p>	<ul style="list-style-type: none"> <li>- PPS22</li> <li>- Energy White Paper (2003)</li> </ul>	<ul style="list-style-type: none"> <li>- Four options given on how to deliver 10% energy needs through on site renewable energy generation on: Option 1: All sites. Option 2: Sites of 500sqm commercial or 5 or more</li> </ul>	<ul style="list-style-type: none"> <li>- Further consideration of a more ambitious target than the 10%, setting a variable target, as to whether targets should be expressed in terms of renewable energy generation or carbon dioxide reduction,</li> </ul>	<ul style="list-style-type: none"> <li>- None of the options received majority support.</li> <li>- Most respondents (81%) thought we should set a more ambitious target for renewable energy.</li> <li>- Whilst most types of renewable energy</li> </ul>	<p>N/A</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>residential units. Option 3: Sites of 1000sqm commercial or 10 or more residential units. Option 4: One of the three options outlined above but incorporating an alternative approach for buildings in conservation areas and listed buildings, in recognition of their special character. - The Core Strategy needs to consider how the Council will assess the impact of stand-alone renewable energy generators.</p>	<p>consideration of whether energy reduction will be in terms of regulated emissions or unregulated also. - It will be important to consider the long-term need and benefits of renewable energy generation against other more localised or small scale effects. - Securing renewable energy technology that serves the National Grid could make an important contribution to York's economy. Depending on the scheme it could help in diversification of the rural economy.</p>	<p>generators were supported some questioned the suitability of different types and commented on appropriate scales. Some respondents suggested that York should not have any wind turbines. - Suggestions included that the most appropriate renewable energy requirement was for 10% to be produced on-site up to 2012 rising to 15% by 2015 and 20% by 2020. - Respondents suggested that the development of stand alone renewable energy generators should not compromise the openness of green belt, nor the integrity of international and nationally designated areas and features or their settings, flood risk nor where they would increase risk elsewhere.</p>	
<p><b>Core Strategy Preferred Options – June 2009</b></p>	<ul style="list-style-type: none"> <li>- PPS22</li> <li>- The Climate Change Act (2008)</li> <li>- The Energy White Paper</li> </ul>	<ul style="list-style-type: none"> <li>- The City of York Council will seek to help reduce York's eco and carbon footprint through the promotion of sustainable design and construction,</li> </ul>	<ul style="list-style-type: none"> <li>- Climate change is a key issue facing the city. The main source of carbon dioxide is from combustion of fossil fuels is through electricity generation or</li> </ul>	<ul style="list-style-type: none"> <li>- 64% agree with promoting renewable energy on site.</li> <li>- Respondents were least likely to agree that promoting renewable energy off site will be most</li> </ul>	<ul style="list-style-type: none"> <li>- Approach is much more detailed as to how renewable energy will be collected and included targets as</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
	<p>'Meeting the Energy Challenge' (May 2007)</p> <ul style="list-style-type: none"> <li>- Energy Act (2008)</li> </ul>	<p>energy efficiency and renewable energy, thereby reducing overall energy use and help in the fight against Climate Change.</p>	<p>vehicle emissions. Encouraging the use of renewable energy and sustainable design and construction techniques will be key.</p> <ul style="list-style-type: none"> <li>- The SA supported an approach which would make the highest carbon dioxide reductions and therefore, more stringent targets as the technology improves. There is also a possible adverse impact on incorporating energy schemes in buildings in conservation areas or listed buildings but the SA suggests not totally excluding these from the policy.</li> </ul>	<p>effective for York (33%).</p> <ul style="list-style-type: none"> <li>- 'Other' suggestions included to encourage additional methods of renewable energy.</li> </ul>	<p>set by national policy.</p>
<p><b>Core Strategy Submission – September 2011</b></p>	<ul style="list-style-type: none"> <li>- PPS1</li> <li>- The Energy White Paper: Meeting the Energy Challenge (2007)</li> <li>- Energy Act (2008)</li> </ul>	<ul style="list-style-type: none"> <li>- Climate Change Framework and Action Plan (2010)</li> <li>- The LDF will play a key role in helping to deliver the Climate Change Framework and Action Plan through contributing to a reduction of York's carbon and eco-footprint and helping the City to</li> </ul>	<ul style="list-style-type: none"> <li>- The emerging Renewable Energy Study should also set out technologies and suitable areas for implementing renewable energy in York This should form part of the baseline evidence and be taken into consideration when it is available.</li> <li>- The SA also welcomes the ambition to exceed the</li> </ul>	<ul style="list-style-type: none"> <li>- There were a mixture of views over the targets in this chapter not being ambitious enough whereas others felt targets were unrealistically high.</li> <li>- Respondents felt that the policy went beyond what was required by regulations and guidance at a national level. Some of the respondents</li> </ul>	<ul style="list-style-type: none"> <li>- The emphasis of the policy hasn't changed in terms of its remit for renewable energy but the wording has been significantly amended to include specific targets which need to be achieved. The policy now also includes</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>adapt to, and mitigate against climate change. This will be achieved through the application of the Energy Hierarchy by ensuring York's renewable energy/low carbon potential is realised and high standards of sustainable design and construction are adopted,</p>	<p>targets referring to renewable energy generation.</p>	<p>simply felt that policy duplicated matters covered by other statutory codes and building regulations</p> <ul style="list-style-type: none"> <li>- Some respondents felt that all planning applications for new build or refurbishments should incorporate on-site renewable / low carbon energy generation equipment to reduce predicted carbon emissions by at least 10%.</li> <li>- Several respondents felt strongly that the use of wind turbines is not justified within the Green Belt.</li> <li>- There was a need to provide more spatial guidance across York which identifies suitable locations for on shore wind developments.</li> </ul>	<p>more substantial information on sustainable design and construction.</p>
<p><b>Local Plan Preferred Options – June 2013</b></p>	<ul style="list-style-type: none"> <li>- NPPF</li> <li>- The Climate Change Act (2008)</li> <li>- The Energy White Paper: Meeting the Energy</li> </ul>	<ul style="list-style-type: none"> <li>- The Local Plan will support and encourage the generation of renewable and low carbon energy through development proposals that meet the following requirements:</li> </ul>	<ul style="list-style-type: none"> <li>- No significant positive effects were identified however, the options were assessed as having positive effects across the majority of the SA objectives.</li> <li>- In general, the reasonable alternatives assessed were</li> </ul>	<ul style="list-style-type: none"> <li>- Some of the areas of search are close to the boundaries of neighbouring authorities – would welcome joint working in the future.</li> <li>- Some areas are inappropriate for turbine</li> </ul>	<ul style="list-style-type: none"> <li>- Changes reflect national policy direction.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
	<p>Challenge (2007)</p> <p><i>Energy Act (2008)</i></p>	<p>Respond positively to the opportunities identified in The Renewable Energy Strategic Viability Study for York (2010) and as shown as potential areas of search for renewable electricity generation on the proposals map;</p> <p>Are in accordance with the Spatial Strategy.</p> <p>Demonstrate that there will be no significant adverse impacts on landscape character, setting, views, heritage assets and Green Belt objectives.</p> <p>Demonstrate benefits for local communities.</p> <ul style="list-style-type: none"> <li>- Only focuses on stand alone renewable technologies and does not include district heating and combined heat and power networks. These are seen as being an integral part of creating sustainable new developments and this is dealt with in the approach to Sustainable Design and Construction.</li> </ul>	<p>considered to perform similar to, or worse than, the preferred approach. The exception is in relation to renewable and low carbon energy development where Option 2 (Rely on NPPF to guide renewable and low carbon energy development) was assessed as having a positive effect on</p> <ul style="list-style-type: none"> <li>- In order to avoid any potentially adverse effects from renewable and low carbon energy development, it is therefore recommended that generic local criteria includes appropriate safeguards for the environment.</li> </ul>	<p>installation due to the potential impact on wildlife, for example internationally important bird populations. Many objections regarding the damage to views into and out of York.</p> <ul style="list-style-type: none"> <li>- Substantial objection to the size and scale of the areas of search.</li> <li>- Objections stating that any benefit for the environment would be outweighed by the harm which would be caused to the setting and special character of the City.</li> </ul>	



**Policy Topic: Sustainable Design and Construction**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<ul style="list-style-type: none"> <li>- PPS22</li> <li>- Energy White Paper (2003)</li> </ul>	<ul style="list-style-type: none"> <li>- To ensure sustainable, high quality design and construction there are a number of options for the LDF.</li> <li>- The approach taken could be based on the following factors The production of local and village design statements for areas across the City. The establishment of city-wide design principles The promotion of measures to reduce energy consumption in buildings through total refurbishment aiming for zero emissions A requirement that a certain percentage of energy to be used in new developments will be provided through renewable energy sources. The promotion of measures to implement energy efficiency measures in new development and construction practices. Ensuring sustainable waste management of materials in construction practices.</li> </ul>	<ul style="list-style-type: none"> <li>- The approach is appropriate in helping to set policy to achieve a high standard of design and sustainable construction.</li> <li>- It may be suitable for the LDF to consider including policy that requires that new development meet defined sustainable construction standards, such as those defined by Eco-Homes and BREEAM tools. It may also be suitable for the LDF and the Core Strategy to consider how buildings can be designed to take into account the effects of climate change</li> </ul>	<ul style="list-style-type: none"> <li>- Overall respondents felt that the Local Development Framework (LDF) should be seeking a higher standard of design across the City.</li> <li>- A number of respondents considered that this section should be strengthened in terms of requiring developers to incorporate certain sustainable design measures and to introduce targets and minimum standards.</li> <li>- A number of respondents considered the LDF should require developers to incorporate certain sustainable design measures and to introduce targets and minimum standards specific to York.</li> <li>- The introduction of a blanket requirement would be unreasonable and fails to take account of individual site circumstances and constraints outside the developer's control.</li> <li>- Requirements should be flexible because sustainable</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
				design is a rapidly evolving area and some suggested that developers should be encouraged to 'do more' than just the minimum requirement.	
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- BREEAM (Building Research Establishment Environmental Assessment Methodology)</li> <li>- Code for Sustainable Homes'</li> </ul>	<ul style="list-style-type: none"> <li>- Two options put forward that could underpin the design policies for the LDF               <ul style="list-style-type: none"> <li>Option 1: Establish a set of city-wide principles based on those set out in CABE's 'By Design';</li> <li>Option 2: Use the CABE principles but supplement these with other standards, for example by including principles which are specific to York</li> </ul> </li> <li>- Three options put forward for the scale of new development that should require a Code for Sustainable Homes or BREEAM assessment               <ul style="list-style-type: none"> <li>Option 1: A York-specific threshold..</li> <li>Option 2: As per the government guidance definition of a 'major' development</li> <li>Option 3: All development sites.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- The desire to see more efficient buildings is supported by the SA.</li> <li>- Other options that could be considered are whether it is suitable to widen the requirements for buildings beyond those required by the Code and BREEAM.</li> </ul>	<ul style="list-style-type: none"> <li>- The majority of respondents to this issue suggested that all development sites should be covered by environmental assessment methods such as BREEAM and Code for Sustainable Homes, and there should be clear sanctions if levels are not achieved.</li> </ul>	- N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Preferred Options – June 2009</b>	<ul style="list-style-type: none"> <li>- BREEAM (Building Research Establishment Environmental Assessment Methodology)</li> <li>- Code for Sustainable Homes</li> <li>- PPS1.</li> </ul>	<ul style="list-style-type: none"> <li>- All new developments and conversions to be built to the highest quality design using innovative construction and energy and water efficient methods based on targets set out in the forthcoming Sustainable Design and Construction SPD;</li> </ul>	<ul style="list-style-type: none"> <li>- The LDF could consider whether it is suitable to widen the requirements for building beyond those required by Code for Sustainable Homes and BREEAM such as water efficiency measures or sustainably sourced materials.</li> <li>- Consider requiring certain types of development to achieve better than 'very good' rating or increasing stringency of the standards over time, for e.g. after 2015 all developments should achieve 'excellent' rating or five stars on the Code ranking.</li> </ul>	<ul style="list-style-type: none"> <li>- Two-thirds (67%) of the sample agree with promoting sustainable design and construction techniques.</li> <li>- The approach should not duplicate codes and guidance enforced through building regulations.</li> <li>- 'Innovative construction techniques' should only be applicable where appropriate and viable to do so.</li> <li>- Reference to 'high standards' should be expanded and defined in the Core Strategy, as well as in an SPD to provide clarity.</li> <li>- The policy should comply with the Code for Sustainable Homes and BREEAM standards.</li> </ul>	<ul style="list-style-type: none"> <li>- 2005 Local Plan just contained a General policy on Renewable Energy which just set out the Council's intention to encourage renewable energy facilities provided there are no significant adverse effects. This approach sets out specific requirements for all new developments to incorporate a range of sustainable design and construction methods.</li> </ul>
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- BREEAM (Building Research Establishment Environmental Assessment Methodology)</li> <li>Code for Sustainable Homes</li> <li>- Building a</li> </ul>	<ul style="list-style-type: none"> <li>- All new developments will need to demonstrate a high standard of sustainable design and construction. For development proposals of 10 dwellings or more or non-residential schemes over 1000m2 the minimum Code for Sustainable Homes and BREEAM standards will apply.</li> </ul>	<ul style="list-style-type: none"> <li>- The SA welcomes the inclusion of the Code for Sustainable Homes and BREEAM as well as a stipulation for carbon neutral development from 2016 and 2019.</li> <li>- Recognises that there are costs implication for businesses, developers and residents who choose</li> </ul>	<ul style="list-style-type: none"> <li>- Respondents felt that the policy went beyond what was required by regulations and guidance at a national level.</li> <li>- Prescribing how developers comply with government targets to achieve zero carbon homes from 2016 onwards was contrary to building regulations and</li> </ul>	<ul style="list-style-type: none"> <li>- The approach now includes more substantial information on sustainable design and construction.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
	Green Future Policy Statement (2007) - PPS1		to build and need to implement the measures set out in this policy. However, the environmental benefits are clear and it should also have a long-term positive impact in costs saving for energy which offset the cost of its implementation.	national policy. - felt by others that requiring developers to meet specified Code for Sustainable Homes targets must be justified with a local evidence base. - Some felt that requiring Sustainable Energy Statements should be deleted as it is contrary to national guidance whereas others felt it should be it should be extended to all developments.	
<b>Local Plan Preferred Options – June 2013</b>	- NPPF - BREEAM (Building Research Establishment Environmental Assessment Methodology) - Code for Sustainable Homes	- All new development will be expected to make carbon savings through reducing energy demand, using energy and other resources efficiently and by generating low carbon / renewable energy in accordance with the energy hierarchy. The key areas the Council will seek to address this through the Local Plan are Sustainable Design and Construction of New Development, Consequential Improvements to Existing dwellings and District Heating and Combined	- The options were assessed as having positive effects across the majority of the SA objectives which principally reflects the expectation that the preferred approach would both encourage the provision of renewable energy and low carbon energy development and help deliver energy efficient/low carbon, sustainably constructed homes and business premises. This in-turn may help to reduce emissions to air, minimise resource use, create employment and	- Some feel the policy should be more ambitious; others suggest that since the policy is already more onerous than national standards it is likely to cause significant viability and deliverability issues, without justification for its thresholds and requirements. - Several consultees felt that the policy is overly focused on energy demand, and that additional efficiency measures including green roofs, rain water harvesting and SUDS should be promoted both in relation to new build and the existing	- Changes made to reflect the proposed changes to building regulations. - A Sustainable Design and Construction SPD will be developed to support and help achieve the requirements of this chapter covering renewable energy generation, sustainable design and construction, climate resilience good practice and

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		Heat and Power Networks	training opportunities within the renewables sector and help to alleviate climate change impacts.	<p>housing stock.</p> <ul style="list-style-type: none"> <li>- Need for greater clarity in policy wording, particularly regarding 'technical feasibility' and 'allowable solutions'.</li> <li>- Development Management raise a question around the reasonableness and consistent application of the policy's requirements in relation to house extensions, particularly since PD rights allow for a significant level of development to take place without planning permission.</li> </ul>	also consequential improvements and other relevant issues to ensure that the local plan meets the challenges of climate change.

**Policy Topic: Environmental Quality**

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<p><b>Core Strategy Issues and Options 1 – June 2006</b></p>	<ul style="list-style-type: none"> <li>- PPS1;</li> <li>- PPG24;</li> <li>- Circular 10/73;</li> <li>- European Commission Environmental Noise Directive 2002/49/EC;</li> <li>- PPS23;</li> <li>- Framework Directive 96/62/EC;</li> <li>- Environment Act 1995;</li> <li>- Air Quality Regulations 2000;</li> </ul>	<ul style="list-style-type: none"> <li>- Without Walls Community Strategy;</li> <li>- CYC Air Quality Management Order No. 1 (July 2004)</li> <li>- Air Quality Action Plan (July 2004)</li> <li>- Second Local Transport Plan (LTP2)</li> <li>- The overall approach is to protect and improve the quality of the environment in York, especially in terms of noise and air pollution, by implementing a zoning system on a city wide basis to control levels of noise pollution, targeting specific areas with existing pollution problems, identifying areas that may not yet pose pollution problems but potentially could, and control development to minimise impact.</li> </ul>	<ul style="list-style-type: none"> <li>- Approach may prove useful in ensuring new polluting development is kept away from sensitive receptors such as hospital or schools, but also important that areas outside zones not adversely affected by polluting development. Preventing pollution in these areas would be better than reducing effects of pollution once occurred.</li> <li>- AQMA and sustainable transport policies should reduce impacts in such areas.</li> </ul>	<ul style="list-style-type: none"> <li>- Pollution problems should be identified and future developments should be limited, to reduce impacts;</li> <li>- Emphasis should be placed on reducing air pollution, especially from traffic;</li> <li>- City wide Air Quality zoning, with accessible data to help inform travel choices;</li> <li>- Supporting development near Park &amp; Ride sites to reduce pollution;</li> <li>- Zoning could reduce tourism;</li> <li>- Need for overall traffic plan;</li> <li>- No mention of PPS23, or to use brownfield sites for development.</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>
<p><b>Core Strategy Issues and Options 2 – September 2007</b></p>	<ul style="list-style-type: none"> <li>- PPS1;</li> <li>- PPG24;</li> <li>- Circular 10/73;</li> <li>- European Commission</li> </ul>	<ul style="list-style-type: none"> <li>- No specific section on Environmental Quality, but issues of air quality considered as an efficient low emission public transport network will</li> </ul>	<ul style="list-style-type: none"> <li>- Option 4 in the Transport and Accessibility Section considers that although Park and Ride sites can reduce</li> </ul>	<ul style="list-style-type: none"> <li>- See above</li> </ul>	<ul style="list-style-type: none"> <li>- N/A</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
	Environmental Noise Directive 2002/49/EC; - PPS23; - Framework Directive 96/62/EC; - Environment Act 1995; - Air Quality Regulations 2000;	assist in reducing pollution.	air quality issues locally, they still rely on car use for part of the journey.		
<b>Core Strategy Preferred Options – June 2009</b>	- PPS1; - PPG24; - Circular 10/73; - European Commission Environmental Noise Directive 2002/49/EC; - PPS23; - Framework Directive 96/62/EC; - Environment Act 1995; - Air Quality Regulations 2000;	- Spatial Principle 2 (Areas of Constraint) considers the identification of sites in sustainable locations which don't lead to unacceptable levels of pollution or air quality.	- Policies CS13 and CS14 will both help to achieve the improvement of air quality. Policy CS2 also refers to air quality as a key objective, whilst CS3 aims to make York Central an exemplar sustainable development which should incorporate many measures to improve air quality. - Many other policies will help in improving air quality by directing development to areas to reduce	- Concern that planning for excessive growth will have a negative impact due to increased levels of traffic and air pollution; - Air quality is not adequately addressed at a strategic level; - Development on the scale discussed in the LDF should consider the overall impact on pollution and air quality.	- Only strategic approach can be taken in the Core Strategy which is different to the detailed approach taken in the Local Plan 2005. Still aiming to protect environmental quality however.

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			dependence on the car, through increasing public transport and improved cycle / pedestrian access.		
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- PPS1;</li> <li>- PPG24;</li> <li>- Circular 10/73;</li> <li>- European Commission Environmental Noise Directive 2002/49/EC;</li> <li>- PPS23;</li> <li>- Framework Directive 96/62/EC;</li> <li>- Environment Act 1995;</li> <li>- Air Quality Regulations 2000</li> <li>- Draft NPPF</li> </ul>	<ul style="list-style-type: none"> <li>- Spatial Principle 2: Refers to the identification of sites in sustainable locations that would not lead to unacceptable levels of pollution or air quality.</li> <li>- The approach is to deliver improvements to air quality and the implementation of a Low Emissions Strategy by supporting measures to help reduce the emissions of nitrogen oxide (NO<sub>2</sub>), particulate (PM<sub>10</sub>) and carbon dioxide (CO<sub>2</sub>)</li> </ul>	<ul style="list-style-type: none"> <li>- Areas of poor air quality are generally associated with high levels of CO<sub>2</sub> emissions as both types of emission arise from combustion sources. In most cases, air quality improvement measures will also reduce carbon emissions. However, some air quality improvement measures and carbon reduction policies can have conflicting outcomes so must be carefully managed.</li> <li>- Monitoring of air quality around the city will continue for the foreseeable future and other AQMAs may be designated should other areas of</li> </ul>	<ul style="list-style-type: none"> <li>- Objective to reduce emissions to air and improve air quality will not be achievable given employment and housing growth proposed.</li> <li>- Approach to air quality will perpetuate illegal levels of air pollution and that the strategic objectives and targets should be strengthened.</li> <li>- Objectives and targets should refer to early compliance with European Directives on air quality.</li> <li>- Air quality will worsen if the approach is not strengthened.</li> <li>- Radical measures need to be implemented to tackle air quality;</li> <li>- Policy should only apply to specific developments which fall within Air Quality Management Areas.</li> </ul>	<ul style="list-style-type: none"> <li>- Section on Air Quality included to reflect its importance as a key challenge for the city.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			air quality exceedance be identified.		
<b>Local Plan Preferred Options – June 2013</b>	- NPPF	<ul style="list-style-type: none"> <li>- 2012 Air Quality Updating and Screening Assessment for City of York Council: In Fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management (2012)</li> <li>- Low Emission Strategy (2012)</li> <li>- Contaminated Land Strategy (2001, revised 2010)</li> <li>- 2011 Air Quality Progress Report for City of York Council: In Fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management (2011)</li> <li>- Air Quality Action Plan 2 (2006)</li> <li><u>Air Quality</u></li> <li>- Development will only be permitted if the impact on air quality is acceptable and mechanisms are in place to mitigate adverse impacts and reduce further exposure to poor air</li> </ul>	<ul style="list-style-type: none"> <li>- Significant positive effects on health, land use, as well as positive effects in relation to climate change, water, air quality and cultural heritage. It provides a flexible approach to managing environmental quality issues, is considered to offer the most positive long-term approach.</li> <li>- The preferred approach has not been assessed as having significant (or minor) negative effects on any of the SA objectives.</li> </ul>	<ul style="list-style-type: none"> <li>- Proposes no firm or objective criteria for determining whether impacts on air quality in Air Quality Management Areas are acceptable or not;</li> <li>- Lack of emphasis on the importance of air quality in rural villages;</li> <li>- The green infrastructure and tree strategy should be in mitigation and adaptation to air quality, noise and vibration, pollution and other benefits. It has not been introduced into key evidence base and into policies;</li> <li>- Should only apply to specific development proposals which fall within an Air Quality Management Area;</li> <li>- Water quality is not specifically referred to;</li> <li>- Add sources of electromagnetic radiation from electricity distribution networks;</li> <li>- Add section on local food here;</li> <li>- Support for limits to light pollution;</li> <li>- Support for the Policy and consideration of Land Contamination.</li> </ul>	<ul style="list-style-type: none"> <li>- Topic area known as 'Environmental Quality' to reflect wider key issues such as land contamination. Also able to have criteria based policies to guide planning application decisions under new local plan development plan in accordance with the NPPF.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>quality.</p> <p><u>Managing Environmental Quality</u></p> <p>- Development will not be permitted where future occupiers would be subject to significant adverse environmental impacts due to noise, vibration, odour, fumes/emissions, dust and light pollution without effective mitigation measures.</p> <p><u>Land Contamination</u></p> <p>- Development will not be permitted where a contamination assessment does not fully assess the possible contamination risks, or where the proposed remedial measures will not deal effectively with the levels of contamination.</p>			

**Policy Topic: Flood Risk, Groundwater and Surface Water Management**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	PPG25	- Flooding is a key issue, shaper and driver of development focused in the Spatial Portrait and Spatial Strategy. Also covered in the sustainable vision for York and is a recurring theme through most sections of the plan.	- Many policy approaches that should help ensure that new development is compatible with the objectives of greater sustainability. With regard to design and construction, it may be suitable to consider how buildings should be designed in areas that may be at risk of flooding, as climate change is likely to cause more storm events, and higher winter rainfall, that may contribute to this risk.	- More detail needed on particular issues such as the opportunity for rivers, floodplains and strays to be utilised for recreation and biodiversity; outlining of measures to protect from flooding. - Further emphasis should be placed on protecting and preventing areas from flooding, and that greater analysis of flood risk areas should be undertaken.	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	PPG25	- Flood risk one of the spatial planning objectives within the vision. - Separate flood risk section in the plan detailing key issues centred around locating new development in areas at low risk of flooding and balancing flood risk and sustainability issues.	- The risk to property, people and the economy of York posed by flooding is quite severe. However, a large quantity of the previously developed land suitable for development in York is found within areas at risk of flood. This means in some instances developing in flood prone areas may be necessary subject to suitable controls. Weighing up the	- Responses evenly split between the two options. - Considered that the Strategic Flood Risk Assessment should be used to inform the allocation of sites for new development, with the priority given to sites which are not within the flood plain; although also argued that it should not be the sole driver for directing development within the city.	- N/A

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>- Key issues: when locating development in high flood risk areas how should the LDF seek to balance flood risk and sustainability issues?</p> <p>Option 1: Prioritise sustainable locations, and seek to mitigate potential flood risk through technical solutions; or</p> <p>Option 2: Given that flood risk is likely to intensify through Global Warming seek to identify sites in non high flood risk areas regardless of site sustainability.</p>	<p>differing sustainability implications of the two proposed options is a difficult task as both could have significant yet different positive and adverse effects relating to sustainable development objectives.</p>	<p>- Core Strategy should better reflect the approach set out in PPS25 and the RSS Policy ENV1 in relation to managing flood risk. It should refer to avoiding risk to people and managing flood risk elsewhere.</p>	
<b>Core Strategy Preferred Options – June 2009</b>	PPG25	<p>- Flood risk is identified as a key constraint in the overall spatial strategy and has been used to inform the location of future housing and employment growth</p> <p>- Both the sequential and Exception Tests set out in the SFRA will be applied to</p>	<p>- SA suggests that the policy is strengthened to reflect and take full account of likely future impacts of climate change and other recommendations suggested to make policy stronger.</p>	<p>- Over four-fifths (85%) of respondents think that ensuring new development does not add to the flooding and drainage problems in York will be most effective for sustainable development.</p> <p>- As a result of climate change, the increased risks of flooding were highlighted, and it was emphasised that</p>	<p>- No change, general direction of the policy remains the same in reducing flood risk through avoiding development on flood plains and mitigation measures.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>development proposals.</p> <ul style="list-style-type: none"> <li>- Will seek to ensure that new development is not subject to, nor contributes to, inappropriate levels of flood risk from the Rivers Ouse, Foss and Derwent and other sources, taking into account the full likely future impacts of climate change.</li> </ul>		<p>there is a need for urgent technical solutions as well as employing mitigation measures such as Sustainable Urban Drainage Systems.</p>	
<p><b>Core Strategy Submission – September 2011</b></p>	<p>PPG25</p>	<ul style="list-style-type: none"> <li>- Will ensure that new development is not subject to flooding, does not contribute to flooding and is designed in a way that takes account of both existing and future flood risk.</li> <li>- Will use the 'Flood Risk Vulnerability Classification' and 'Flood Risk Vulnerability and Flood Zone Compatibility Classification' tables from the Strategic Flood Risk</li> </ul>	<ul style="list-style-type: none"> <li>- The revised policy is clearer in its policy direction for implementing flood risk strategies to reduce risk and mitigate risk in the future and the SA considers it to be stronger in direction compared to the previous version.</li> <li>- Welcomes the added detail included within the revised policy to help set an understanding of what implementation measures are required in different circumstances as well as what will be used to assess the determination</li> </ul>	<ul style="list-style-type: none"> <li>- Mixture of views over the whether the flood risk policy was inline with national guidance.</li> <li>- The Environment Agency specifically stressed that the wording in the section failed to explain that the Sequential Test should be applied first and passed before the Exception Test is undertaken</li> <li>- York's flooding history, high water table and climate change projections paragraph means that all watercourses should be referenced.</li> </ul>	<p>More detail has been given setting out the requirements for developers. However the approach to flood risk remains the same.</p>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>Assessment (2011) and any subsequent updates</p> <ul style="list-style-type: none"> <li>- All new development will be required to include the implementation of Sustainable Drainage Systems unless it can be demonstrated that it is not technically feasible or viable</li> <li>- The design and construction of new development will take account of existing and future flood risk particularly given the implications of climate change.</li> </ul>	<p>of if a site can be progressed through the planning system.</p> <ul style="list-style-type: none"> <li>- Wider strategic issues regarding flood management and implementation of defences in York is recognised to be under the remit of the EA.</li> </ul>		
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<p>The Local Plan will ensure that new development is not subject to flood risk and is designed and constructed in such a way that it mitigates against current and future flood events, taking into account flood risk considerations in the NPPF and the</p>	<ul style="list-style-type: none"> <li>- Would have positive effects across several of the SA objectives with significant positive effects identified in respect of SA Objective 13 (Flood Risk).</li> <li>- It is assumed that the preferred approach would seek to restrict development in the floodplain which, alongside requiring all new development to adopt</li> </ul>	<ul style="list-style-type: none"> <li>- A number of actions of relevance to planning in regard to catchment flood management plans have been omitted.</li> <li>- The sequential approach should be included in the policy rather than in the reasoned justification text. Policy should be reviewed with the aim of requiring more 'Exception Testing' in Flood Zones 1 and 2.</li> </ul>	<ul style="list-style-type: none"> <li>- Whilst more detail is provided and the evidence base has been updated the approach remains broadly the same.</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		<p>Technical Guidance.</p> <ul style="list-style-type: none"> <li>- Will ensure that new development incorporates sustainable drainage measures and, where practicable, reduces surface water flows, irrespective of which flood zone it lays in.</li> <li>- New development will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers.</li> </ul>	<p>specific measures to mitigate flooding, would serve to minimise flood risk to both existing and new development in the City.</p>	<ul style="list-style-type: none"> <li>- A requirement for project Flood Risk Assessments (FRAs) to include assessments of the potential impacts of changes in flood risk and associated management measures on the Lower Derwent Valley's statutory conservation designations should be identified along with appropriate mitigation measures where necessary.</li> <li>- Should be taking a more positive stance and seek betterment from developers to mitigate against future flood risk.</li> </ul>	

**Policy topic: Communications Infrastructure**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	PPG8	- Not covered.	- Not referred to	- No comments	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	PPG8	- Not covered.	- Not referred to	- No comments	- N/A
<b>Core Strategy Preferred Options – June 2009</b>	PPG8	Within Section 7 (York’s Special Historic and Built Environment), the Preferred Approach is considered to provide the context for policy and guidance on a range of planning matters concerned with design, landscape and the historic environment, including telecommunications equipment, by restating the authority’s duty to protect, conserve or enhance all of York’s heritage assets and enable the highest quality of design which responds to what is unique and distinct in York.	- Not referred to	- No comments	- Development Management policy included in the Local Plan (2005) however too detailed for a Core Strategy. Overarching approach set out in relation to design.
<b>Core Strategy Submission –</b>	PPG8 -	Within Section 13 (Sustainable Economic Growth) consideration is given to the future growth of the telecommunications industry	- Not referred to	- No comments	- Reference to telecommunications removed from the approach to

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>September 2011</b>		through Science City York, and how the LDF could explore ways in which the Council could support the start up and growth of facilities for creative and IT / digital sectors.			design and the historic environment.
<b>Local Plan Preferred Options – June 2013</b>	- NPPF -Planning Practice Guidance 2014.	- Infrastructure Delivery Plan (2013)  - Policy approach supports the enhancement of communications infrastructure whilst at the same time seeking to ensure that the visual and environmental impacts are minimised. - Given the special character of York the siting, appearance and visual impact of any telecommunications infrastructure is key - Preference and encouragement to be given to mast and site sharing where this is technically possible. However the cumulative impact of additional infrastructure being added to an existing site will need to be taken into account - Will seek the removal of the visually intrusive masts in the	- Not assessed as having a significant positive effect on any of the SA objectives. - Would have a positive effect on socioeconomic SA objectives through supporting high quality communications infrastructure to improve York's connectivity to wider markets, widening the workforce catchment area through home-working and enabling access to services and facilities including education and training. Also expected that local policy would help to protect York's built and natural	- Support for the proposed approach - Support for the approach which seeks to safeguard the special character and setting of the historic city. - Removal of old communications infrastructure is supported. - York needs to have a world class communications network to support the Universities and business sector.	- Detailed, development management policy now added to reflect production of local plan in accordance with government guidance.

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		City Centre, such as those masts on the BT Hungate and Cedar Court Hotel buildings as when the opportunity arises.	environmental assets from adverse impacts associated with communications infrastructure development. - The preferred option was not assessed as having a significant (or minor) negative effect on any of the SA objectives.		

## Policy Topic: Approach to Waste and Minerals

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- PPS10</li> <li>- MPS1</li> <li>- MPG6</li> </ul>	<ul style="list-style-type: none"> <li>- Waste Strategy (2001)</li> <li>- Joint Municipal Waste Management Strategy (Autumn 2005)</li> </ul> <p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- Proposed approach to waste includes the following options:</li> <li>- Maximising the potential contribution to waste minimisation, re-use and recycling</li> <li>- Providing sufficient waste sites;</li> <li>- Identifying the location of new facilities and waste policies through locating facilities:               <ol style="list-style-type: none"> <li>1. wherever possible on previously developed land;</li> <li>2. close to waste arisings;</li> <li>3. in areas that are relatively unconstrained by sensitive environmental or cultural designations.</li> </ol> </li> </ul> <p><u>Minerals</u></p> <ul style="list-style-type: none"> <li>- Proposed approach to Minerals includes the following options:</li> <li>- Proposals for the exploration, appraisal, winning and working of minerals and aggregates will only be permitted where it can be shown that there is a</li> </ul>	<p>Proposals should help to deliver the following sustainability objectives in relation to the prudent and efficient use of energy, water and other natural Resources and reducing pollution and waste generation and increase levels of reuse and recycling.</p> <p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- Construction waste should be kept to a minimum through construction planning,</li> <li>- Could also take an approach that the refurbishment of buildings should be prioritised over demolition and redevelopment where practicable in order to save primary resources.</li> <li>- No indication in the document what the need for waste sites will be in the LDF area, and no real options can be drawn up for the location of these</li> </ul>	<p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- Local recycling targets should be stronger and should exceed government targets</li> <li>- Reduction in waste generation supported</li> <li>- The approach to waste should include seeking the reuse of buildings to avoid demolition and consequently reducing the amount of construction waste.</li> <li>- The following should be factors in determining the location of new waste management facilities: flood risk; impact on the green belt; reduction of vehicle trips; whether the site is previously developed land and close to existing facilities; and consideration of the type of waste site proposed.</li> <li>- Should encourage the development of existing waste plants rather than creating new ones.</li> </ul> <p><u>Minerals</u></p> <ul style="list-style-type: none"> <li>- The level of response to the minerals section was low and no strong message emerged</li> </ul>	- N/A

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		<p>demonstrable need and market demand for the resource</p> <ul style="list-style-type: none"> <li>- Proposals for the exploration, appraisal, winning and working of minerals and aggregates will only be permitted where it can be shown that there is a national requirement/shortfall for the resource.</li> </ul>	<p>facilities. Without more detail on the need it is not possible to say, with any certainty, the effectiveness of policy.</p> <p><u>Minerals</u></p> <ul style="list-style-type: none"> <li>- It is hoped that policies on the reuse of construction and demolition wastes should help reduce the demand for primary mineral resources.</li> </ul>	<p>from respondents.</p> <ul style="list-style-type: none"> <li>- Should actively reduce demand for non-renewable mineral resources by requiring all developments to maximise recycling of building waste and aggregates.</li> </ul>	
<p><b>Core Strategy Issues and Options 2 – September 2007</b></p>	<ul style="list-style-type: none"> <li>- PPS10</li> <li>- MPS1</li> <li>- MPG6</li> </ul>	<ul style="list-style-type: none"> <li>- ‘Let’s Talk Less Rubbish’, A Municipal Waste Management Strategy for the City of York and North Yorkshire 2006-2026 (May 2006)</li> <li>- ‘City of York Council – Waste Management Strategy: 2002 – 2020’ (Nov 2002 / Amended Nov 2004)</li> <li>- Regional Sand and Gravel Study for Yorkshire and the Humber Region</li> </ul> <p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- Options put forward for which factors should be used to direct the approach to identifying future waste sites. As follows: Option 1: Environmentally sensitive areas Option 2: Environmental impacts</li> </ul>	<p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- The options and questions presented under this Issue may not be suitable in determining this Core Strategy issue as choices will depend on the locations available, the needs of a particular waste stream and partly be dependent on waste management decisions of the Council and others. Finding the Best Practicable Environmental Option will often be the way that suitable locations and technologies for waste management are found and care needs to be taken to be realistic in what this will</li> </ul>	<p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- Option 1 (avoiding environmentally sensitive areas e.g. SSSI’s), option 2 (where environmental impact would be unacceptable e.g. noise, dust, litter) and option 5 (which would be guided by the type of waste being dealt with e.g. industrial or household) were the most favoured options.</li> <li>- Some respondents supported all the options and suggested all should influence future locations.</li> </ul> <p><u>Minerals</u></p> <ul style="list-style-type: none"> <li>- Extraction based on local demand and need was the favoured option, with priority given to supplying the local</li> </ul>	<p>- N/A</p>

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		<p>Option 3: Location in regard to Green Belt</p> <p>Option 4: Brownfield land</p> <p>Option 5: The waste stream</p> <p>(Option 6: Technology and design of waste facility</p> <p>Option 7: Co-location with existing facilities</p> <p>Option 8: The total distance from waste generator to new waste facility</p> <p>Option 9: Waste transportation modes</p> <p>Option10: Access networks ( <u>Minerals</u></p> <p>- Two options put forward for the approach to the exploration, appraisal, winning and working of sand and gravel as follows:</p> <p>Option 1: It can be shown that there is a regional requirement</p> <p>Option 2: It can be shown that there is both a regional requirement and a demonstrable need and market demand for the resource arising in the York area based on proximity and other local factors (i.e. building rates).</p>	<p>be in each circumstance based on sound science and precautionary approaches.</p> <p><u>Minerals</u></p> <p>- Mining mineral resources could have an impact on protection of the natural environment and will impact on land take.</p> <p>- Development management policies of the LDF should ensure that reduction in need through re-use and recycling of primary mineral resources and building materials is a priority. Thereby reducing the overall mineral demand in York.</p> <p>- Consideration of cumulative impacts on local communities should be considered, without inequitably disadvantaging any one community.</p> <p>- Overly constraining the supply of local minerals may adversely impact costs to the local building industry.</p>	<p>market. Other respondents emphasised that which ever option was taken forward control over extraction was vital and extraction should only be permitted where there will be minimal impact on the surrounding area, natural environment and local communities.</p>	
<b>Core Strategy</b>	<p>- PPS10</p> <p>- Waste</p>	<p>- RSS (2008)</p> <p>- Let's Talk Less Rubbish', A</p>	<p><u>Waste</u></p> <p>- The continued screening</p>	<p><u>Waste</u></p> <p>- Should provide alternative</p>	<p>- No change in approach</p>

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<p><b>Preferred Options – June 2009</b></p>	<p>Strategy for England (2007) - MSP1</p>	<p>Municipal Waste Management Strategy for the City of York and North Yorkshire 2006-2026 (May 2006) - ‘City of York Council – Waste Management Strategy: 2002 – 2020’ (Nov 2002 / Amended Nov 2004) - Waste Strategy Refresh for the period 2008-2014 (Executive September 2008). - Regional Sand and Gravel Study for Yorkshire and the Humber Region</p> <p><u>Waste</u> - Maximise the extent to which waste is reduced, reused and recycled, and provide appropriate sites for waste management - To be achieved through: 1 Supporting and encouraging waste minimisation 2 Supporting and promoting reduction, reuse, recycling, and composting of waste 3 Providing adequate household recycling facilities across the city. 4 Allocating sufficient, appropriate and accessible land within York that is capable of accommodating a range of strategic waste management and treatment</p>	<p>and scoping of proposals is recommended to assess the need for an Environmental Impact Assessment. As is the continued protection of European Sites through the Appropriate Assessment procedures – Could be reworded to make specific reference to protecting York’s natural environment and open spaces and noise and air quality issues – Reference is made to protecting the historic character and setting of the City when considering proposals but does not set out specifically how this would be controlled or how the policy will be implemented to prove these matters have been thoroughly assessed (particularly by developers). – Could be re-worded to consider an assessment of the cumulative impact on local communities of these types of operation – More detail could be given</p>	<p>means to landfill to dispose of waste including the promotion of more recycling and the need to make it easier - Should be made clear that waste sites are subject to Strategic Flood Risk Assessment. - Wherever possible waste transfer should avoid the use of the Strategic Road Network. - Approach is significantly lacking in terms of types of waste management facilities required and the requirements for different waste streams. - Pays insufficient attention to commercial and construction and demolition waste. - Should include waste strategies and policies unless they are being addressed in other DPD’s being prepared jointly with other local authorities or separately by the Unitary Authority. Otherwise there would be a need for a more comprehensive policy required by RSS and PPS10. <u>Minerals</u> - Support for the principle of reducing the dependency on</p>	

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		<p>facilities, including facilities in relation to the Waste Private Finance Initiative (PFI).</p> <p><u>Minerals</u></p> <p>- Will seek to safeguard mineral deposits and reduce the consumption of non-renewable mineral resources by encouraging re-use and recycling of construction and demolition waste, whilst contributing to meeting the RSS, Sand and Gravel and Brick Clay Study requirements.</p>	<p>on the strategic location of waste facilities so that these are delivered through the Allocations DPD in locations that will meet projected waste production and that reduce the need to travel.</p> <p><u>Minerals</u></p> <p>– Recommended that planning conditions are used to protect the environment and the amenity of communities</p> <p>- Should continue screening and scoping of proposals to assess the need for an Environmental Impact Assessment and continued protection of European Sites through the Appropriate Assessment procedures</p> <p>– The use of the word ‘significant’ is not defined. Queried whether this offers enough protection to locally significant rural landscapes, public open spaces and important historic features.</p> <p>– Could specifically refer to noise pollution.</p> <p>– Could be re-worded to</p>	<p>primary extraction.</p> <p>- Avoidance of environmental impacts should be the primary requirement.</p> <p>- Transfer of minerals should avoid the Strategic Road Network.</p>	

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			<p>consider an assessment of the cumulative impact on local communities of these types of operation</p> <p>– Potential for new mineral extraction to result in adverse impacts on air quality. The policy should set out the need to take this into account in considering proposals.</p>		
<p><b>Core Strategy Submission – September 2011</b></p>	<ul style="list-style-type: none"> <li>- PPS10</li> <li>- Waste Strategy for England (2007)</li> <li>- MSP1</li> <li>- National and Regional Guidelines for Aggregates Provision in England (June 2003)</li> </ul>	<ul style="list-style-type: none"> <li>- Let's Talk Less Rubbish: A Municipal Waste Management Strategy for City of York and North Yorkshire 2006-2026 (2006)</li> <li>- Waste Management Strategy 2002 – 2020 (2002/amended 2004).</li> <li>- Waste Management Strategy – refresh for the period 2008 – 2014 (2008)</li> <li>- The Sand and Gravel Study Phase 1 (2001)</li> </ul> <p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- Maximise the extent to which waste is prevented, reused, recycled and recovered, alongside providing appropriate sites for waste management in accordance with both the sub-regional and local waste</li> </ul>	<p><u>Waste</u></p> <ul style="list-style-type: none"> <li>- Including further factors for consideration when identifying new location for development enhances the environmental sustainability of this policy.</li> <li>- Reservations about the transportation of waste outside of the authority area in terms of environmental impacts suggests that this could be offset through using environmentally friendly vehicles.</li> </ul> <p><u>Minerals</u></p> <ul style="list-style-type: none"> <li>- The overall emphasis of the policy now follows a more sustainable approach</li> <li>- Welcomes the reference to the spatial principles if considering any mineral</li> </ul>	<ul style="list-style-type: none"> <li>- Concerns in relation to construction and demolition waste</li> </ul>	<ul style="list-style-type: none"> <li>- Policy approach remains the same but more detail is provided, including on the location of any new facilities and what factors will need to be considered for these. It also details the type of processes which will be employed to treat waste in the waste hierarchy.</li> </ul>

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		<p>management strategies.</p> <ul style="list-style-type: none"> <li>- Working jointly with North Yorkshire County Council to identify the Waste Private Finance Initiative facilities for residual municipal waste</li> <li>- Safeguarding existing facilities</li> <li>- Identifying through an appropriate Development Plan Document, suitable alternatives for municipal waste</li> <li>- Requiring the integration of facilities for waste prevention, re-use, recycling composting and recovery in association with the planning, construction and occupation of new development for housing, retail and other commercial site</li> <li>- promoting opportunities for on-site management of waste where it arises at retail, industrial and commercial locations, particularly in the main urban area.</li> </ul> <p><u>Minerals</u></p> <ul style="list-style-type: none"> <li>- Reduce the consumption of non-renewable mineral resources and safeguard mineral deposits.</li> <li>- minimising the consumption of non-renewable mineral resources in major developments by requiring developers to demonstrate good practice in the</li> </ul>	<p>extraction.</p> <ul style="list-style-type: none"> <li>- Overall, the changes to the policy are positive in terms of sustainability.</li> <li>- Noted that there is a lack of evidence base with regards to specific Minerals in York aside from Coalbed Methane.</li> <li>- Currently no information regarding apportionments for the authority as this information is only dealt with at the Yorkshire and Humber level. In taking this policy forward more information will be needed as to the likely potential for extraction.</li> <li>- Issues regarding the cumulative impact of mineral extraction has not been covered. However, the policy aims to reduce the impact of extraction overall and it is acknowledged that the cumulative impact will be influenced by the scale and location of any proposed extraction.</li> <li>- Inclusion of air quality matters have not been</li> </ul>		<p>More detail is also provided on the factors to be considered for any new developments to include the natural environment and openspace.</p> <ul style="list-style-type: none"> <li>- References to new waste locations being allocated in the Allocations DPD have been removed but issues will be taken forward in a Waste DPD to be prepared.</li> </ul>

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		<p>use, reuse, recycling and disposal of construction materials;</p> <ul style="list-style-type: none"> <li>- Safeguarding sand and gravel and coalbed methane mineral resources, through ensuring other forms of development do not prejudice future mineral extraction;</li> <li>- If a proven need exists, identifying sites of sufficient quality for mineral extraction, inline with agreed apportionments and guidelines, through an appropriate DPD.</li> </ul>	<p>included within the revised policy but this issue has been superseded by the inclusion of the Air Quality Policy.</p>		
<p><b>Local Plan Preferred Options – June 2013</b></p>	<ul style="list-style-type: none"> <li>- NPPF</li> <li>– National and regional guidelines for aggregates provision in England 2005-2020 (2009).</li> </ul>	<ul style="list-style-type: none"> <li>- A detailed range of evidence base documents informed the preferred approach.</li> <li>- Joint Waste and Minerals Plan being prepared that will provide a mechanism for formally addressing strategic crossboundary issues and will also contain detailed policies for waste and minerals.</li> <li>- It is not appropriate to duplicate these policies in the Local Plan but necessary to provide the strategic context for these policies.</li> <li>- Sustainable waste management will be promoted by encouraging</li> </ul>	<ul style="list-style-type: none"> <li>- The preferred policy approach has been assessed as having a positive effect on the majority of the SA objectives although no effects were considered to be significant</li> <li>- The preferred approach was considered to perform better than the reasonable alternatives identified and assessed</li> </ul>	<ul style="list-style-type: none"> <li>- Several responses objecting to the proposed waste treatment facility at Allerton Park. Incineration is unsustainable, and expensive, Localised management of recycling and disposal is likely to create more jobs and still be cheaper than Allerton Park</li> <li>- More detailed needed on approach.</li> <li>- Policy should deal with Shale Gas/Fracking. Should say no fracking in York.</li> </ul>	<ul style="list-style-type: none"> <li>- Detailed considerations now to be covered in a Joint Waste and Minerals Plan.</li> <li>- Role of York Local Plan to provide strategic context for this Joint Plan.</li> </ul>

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		<p>waste prevention, reuse, recycling, composting and energy recovery in accordance with the Waste Hierarchy and effectively managing all of York's waste streams and their associated waste arisings.</p> <p>- Mineral resources will be safeguarded, the consumption of non-renewable mineral resources will be reduced by encouraging re-use and recycling of construction and demolition waste and any new provision of mineral resource will be carefully controlled.</p>			

**Policy topic: Transport**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	<ul style="list-style-type: none"> <li>- PPG13</li> <li>- PPG23</li> </ul>	<ul style="list-style-type: none"> <li>- City of York Local Transport Plan 2006-2011 (LTP2) identified congestion as a key concern.</li> <li>- A number of measures suggested to help reduce car usage which including demand management, public transport, walking and cycling.</li> </ul>	<ul style="list-style-type: none"> <li>- Providing a ‘connected’ LDF area in terms of public transport accessibility is one of the key ways in which it can have a positive impact on achieving more sustainable development.</li> <li>- With all new high trip generating development of this type it is vital that public transport accessibility, walking and cycling is taken into account from the outset</li> </ul>	<ul style="list-style-type: none"> <li>- A key issue in determining location is the need to locate housing in areas with good transport links and access to employment, services and facilities.</li> <li>- Employment locations should reduce the need to travel and reduce dependence on the car.</li> <li>- The Core Strategy should recognise that some visitors will always choose to arrive by car.</li> <li>- Many respondents suggested that we need a bus station close to the train Station and Park and ride schemes need strengthening.</li> <li>- The document should ultimately reflect the Regional Transport Strategy</li> </ul>	N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	<ul style="list-style-type: none"> <li>- PPG13</li> <li>- PPG23</li> </ul>	<ul style="list-style-type: none"> <li>- Includes more detail on the measures within City of York Local Transport Plan 2006-2011 (LTP2)</li> <li>- Consideration of issues emerging since the publication of LTP2 e.g. Tram-Train scheme, Dualling the A1237 York outer ring road.</li> </ul>	<ul style="list-style-type: none"> <li>- Influence over achieving sustainable development through changing travel patterns, both through controlling the demand for travel and the distance travelled, by providing for</li> </ul>	<ul style="list-style-type: none"> <li>- Access to non-car transport modes suggested as a factor for considering the location of new development.</li> <li>- Access to public transport should feature more heavily in the Spatial Strategy.</li> <li>- General support for increasing use of public</li> </ul>	<ul style="list-style-type: none"> <li>- Approach broadly similar, but with more emphasis on regional influences rather than national policy.</li> <li>- Contains more information on the interdependency</li> </ul>

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		<ul style="list-style-type: none"> <li>- Lists eight options for reducing the impacts of traffic including using those measures in the Local Transport Plan that can be delivered through the LDF, include the Tram-Train proposal being investigated for the Leeds, Harrogate, Knaresborough, York line and identifying additional opportunities to improve rail facilities above the Haxby proposal set out in the Local Transport Plan 2.</li> </ul>	<p>peoples' needs as locally as possible. The other factor of importance is reducing car use through encouraging people to use more sustainable modes.</p>	<p>transport as an alternative to the car.</p> <ul style="list-style-type: none"> <li>- There was some support for investigating the Tram-Train proposal and generally improving rail facilities and better use of the rivers as a transport route were suggested.</li> </ul>	<p>between LDF and LTP.</p>
<p><b>Core Strategy Preferred Options – June 2009</b></p>	<ul style="list-style-type: none"> <li>- PPG13</li> <li>- Successive Government White Papers. All to encourage the most sustainable forms of transport and discourage the least sustainable.</li> </ul>	<ul style="list-style-type: none"> <li>- Strategic Themes for Transport Planning cover tackling congestion, Improving accessibility for all, safety, improving air quality, improving quality of life and supporting the local economy</li> <li>- the approach to transport will enable appropriate development to take place that not only widens transport choice, particularly for the more sustainable forms of transport such as public transport including buses, walking and cycling, thereby reducing the use of the private</li> </ul>	<ul style="list-style-type: none"> <li>- A gap in the LDFs objectives included the need to reduce travel through the location of development, in addition to ensuring public transport is a viable alternative to car use.</li> <li>- Plans for a shift in travel patterns to more sustainable methods of transport together with an integrated network which reduces the</li> </ul>	<ul style="list-style-type: none"> <li>- Transport infrastructure should be one of the main drivers of the spatial strategy and not retro-fitted.</li> <li>- Good provision of public transport was a regular comment.</li> <li>- The public should be able to walk to key services and have access to frequent public transport routes.</li> <li>- The strategy should encourage walking and cycling and the use of public transport as well as improving access to services.</li> <li>- The approach should support</li> </ul>	<ul style="list-style-type: none"> <li>- Policy direction is broadly the same, with policies regarding minimising travel and traffic generation, promoting sustainable transport and reduce pollution and noise created by vehicles.</li> </ul>

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		car and improving access to services and facilities, but also, minimises the need to travel.	need for car transport.	proposals to improve highway or transport infrastructure in association with development proposals which have not been anticipated within LTP2.	
<b>Core Strategy Submission – September 2011</b>	<ul style="list-style-type: none"> <li>- PPG13</li> <li>- Successive Government White Papers. All to encourage the most sustainable forms of transport and discourage the least sustainable.</li> </ul>	<ul style="list-style-type: none"> <li>- Approach is to address the City's transport issues and deliver transport infrastructure and measures which ensure sustainable growth and development</li> <li>- The revised has been restructured into 5 separate streams. The first is location of development. The second structures the phasing of strategic infrastructure improvements, similarly to the previous policy, but groups each aspect under the timescale rather than in transport modes. The third section sets out the Council's intention for behavioural change delivered through a range of interventions. The fourth area concentrates on residential amenity and possible outcomes as well as referring to the role of the City Centre Area Action Plan. Section five relates to the Strategic Allocations and</li> </ul>	<ul style="list-style-type: none"> <li>- In terms of improving and mitigating traffic congestion an overarching theme for York needed to become more sustainable through the use of different transport modes.</li> <li>- Development across York for housing and employment purposes was seen to increase the need for alternative modes of transport to the car to reduce the amount of overall trips.</li> </ul>	<ul style="list-style-type: none"> <li>- In order to have a public transport system which adequately supports development, a fundamental re-envisioning of the city's transport system should be undertaken which would ultimately result in the City's core being car free.</li> <li>- The rivers should be used more as strategic transport links.</li> <li>- Many respondents stressed the importance of investment in transport infrastructure limited support was given to the general approach of this chapter. Several respondents expressed concern about the ability of the strategic road network, particularly the outer ring road, to facilitate economic well being.</li> <li>- Concern was expressed to the lack of consideration of the existing capacity and constraints of the Outer Ring Road on the feasibility of the</li> </ul>	<ul style="list-style-type: none"> <li>- No change in general approach.</li> </ul>

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		Future Areas of Search for Urban Extensions setting out the overall requirements for these sites should they come forward for development.		growth rates assumed in the Core Strategy.	
<b>Local Plan Preferred Options – June 2013</b>	NPPF	<ul style="list-style-type: none"> <li>- Detailed key evidence base informs the approach to deliver a fundamental shift in travel patterns through promoting sustainable connectivity through ensuring that new development is located with good access to high quality public transport and to the strategic cycling and walking network. The need to travel will be reduced by ensuring that new development is located with good access to services.</li> <li>- New stations will be provided at Haxby and potentially Strensall; and</li> <li>- Infrastructure will be provided to support sustainable travel; including the provision of safe new cycle and walking routes as part of a complete city wide network, high quality well located bus stops and secure cycle parking facilities, new rail and park and ride facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- The preferred policy approach has been assessed as having a significant positive effect on transport (SA Objective 6) and climate change (SA Objective 7). Positive effects were also identified across the majority of the SA objectives which seek a re-balancing of the modal split by encouraging public transport, cycling and walking, discouraging car-based travel and increase accessibility. It is recommended that transport policy includes mitigation to address the uncertainties with regard to conserving the natural environment, using land resources</li> </ul>	<ul style="list-style-type: none"> <li>- The majority of responses related to the A1237 outer ring road.</li> <li>- Whilst there was some support for the expansion and improvements of Park &amp; Ride facilities at Designer Outlet there was also some opposition to this, with extending its hours of operation suggested as an alternative.</li> <li>- Opposition and support to new rail stations at Haxby and Strensall.</li> <li>- Opposition to the joining of Manor Lane / Hurricane Way, as it would be detrimental to the quality of life for residents in the vicinity, being heavily used as a rat-run.</li> <li>- There is a need for a central bus (and coach) station at or near to York Railway station.</li> <li>- Should make considerably more off-road cycling provision between the outlying towns and the centre.</li> </ul>	<ul style="list-style-type: none"> <li>- The section now has extra policies to reflect the strategic nature of the plan and the importance of the rail network in York.</li> <li>- The general approach is broadly the same.</li> </ul>

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			efficiently and the potential for adverse impacts on the historic environment and the natural and built heritage.	<ul style="list-style-type: none"> <li>- Objection to a reduction in the provision of long stay parking in the city centre because it will have a detrimental impact on trade and visitor numbers.</li> <li>- The thresholds for what is classed as a major development differ from those set out in the DfT Guidance on Transport Assessments.</li> <li>- There is no evidence to date to indicate that measure in place or proposed will reduce air pollution levels to within health based legal limits.</li> <li>- The proposal to extend the footstreets to include Fossgate makes no reference to consultation or working with the businesses and residents.</li> <li>- The whole of the city centre should be a 20mph limit and one-way systems returned to two way, where possible to naturally calm vehicles and make city centre streets less attractive as a vehicular short-cut.</li> </ul>	

**Policy Topic: Infrastructure and Developer Contributions**

<b>Plan stage</b>	<b>National Policy</b>	<b>Evidence and Approach</b>	<b>SA/SEA</b>	<b>Consultation Responses</b>	<b>Reasons for Change</b>
<b>Core Strategy Issues and Options 1 – June 2006</b>	- Section 106 1990 Town and Country Planning Act	- Increasing tree cover as part of new development through section 106 contributions for tree planting, and protecting existing tree cover by increasing the number of Tree Preservation Orders in the City and surrounding area.	- N/A	- One respondent was concerned that financial contributions required from developers will inhibit the provision of student housing.	- N/A
<b>Core Strategy Issues and Options 2 – September 2007</b>	- N/A	- N/A	- N/A	- Suitable contributions will also be needed to ensure local services are not overstretched by new development.	- N/A
<b>Core Strategy Preferred Options – June 2009</b>	- PPS12 - Section 106 1990 Town and Country Planning Act	- New development will be supported by appropriate physical, social and economic infrastructure provision. - The Council will work with infrastructure providers and other delivery agencies to determine the appropriate level of provision and will seek contributions from developers to ensure that the necessary infrastructure is in place to support development. - Prepare a Supplementary Planning Document which will set out the mechanism through which developer contributions	- It would be worth also including information on how the Council will work to address existing needs or gaps of infrastructure delivery across the authority within this policy.	- The Core Strategy should have an overarching policy on developer contributions and infrastructure provision, with the detail set out in an SPD. - This should be prepared in consultation with developers and test the various mechanisms for typical development scenarios to ensure that they meet circular 05/05. - CIL may result in developers not bringing land forward until the levy is removed or infrastructure has	- No change in approach. The Local Plan 2005 also sought infrastructure and developer contributions through the development process.

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
		will be sought. This could include the use of planning obligations, tariffs, standard charges or a Levy.		<p>already been paid for by other developments.</p> <ul style="list-style-type: none"> <li>- CIL is not a suitable method to recover drainage and flood risk contributions.</li> </ul> <p>Infrastructure providers are unlikely to fund infrastructure for development if they may not recover full costs for 15-20 years</p> <ul style="list-style-type: none"> <li>- The approach should combine CIL with the continued use of planning Obligations. This would meet concerns about mitigating impacts in the immediate locality of the development and retain the flexibility to negotiate obligations regarding specific sites.</li> </ul>	
<p><b>Core Strategy Submission – September 2011</b></p>	<ul style="list-style-type: none"> <li>- PPS12</li> <li>- Section 106 1990 Town and Country Planning Act</li> </ul>	<ul style="list-style-type: none"> <li>- To deliver sustainable growth by ensuring that all development is supported by appropriate and timely infrastructure provision.</li> <li>- The Council will prepare a further planning document which will set out the mechanism through which developer contributions will be sought.</li> </ul>	<ul style="list-style-type: none"> <li>- The recommendation to address gaps in infrastructure should be progressed alongside any development. However, this issue is not fully addressed.</li> <li>- The SPD to be prepared to give more detail for this policy should include further</li> </ul>	<ul style="list-style-type: none"> <li>- Many other respondents felt that approach is not founded on a sufficiently robust and credible evidence base as it is not considered to be based on a sound Infrastructure Delivery Plan (IDP) as the IDP does not demonstrate whether a viability assessment has been undertaken or if developers/funding sources can finance infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>- The policy is stronger and more comprehensive in prescribing what is expected of developers..</li> </ul>

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
			<p>information with regards to redressing any gaps which exist in provision.</p>	<p>required.</p> <ul style="list-style-type: none"> <li>- It is considered unreasonable by some respondents to expect developers to contribute to strategic infrastructure if likely costs are not established. It was also suggested that a site size or dwelling threshold for which contributions for off site infrastructure should be included, alongside a schedule of costs.</li> <li>- Several respondents suggested that specific types of infrastructure should be added to the list, such as sports facilities and the Strategic Road Network.</li> <li>- General comments include the need to include reference to emerging national biodiversity offsetting pilots as an alternative method to Section 106 and the need to plan for a transition to an economy that is not reliant on fossil fuels, including a city wide approach to renewable energy.</li> </ul>	

Plan stage	National Policy	Evidence and Approach	SA/SEA	Consultation Responses	Reasons for Change
<b>Local Plan Preferred Options – June 2013</b>	<ul style="list-style-type: none"> <li>- NPPF</li> <li>- Section 106 1990 Town and Country Planning Act</li> <li>- Part 11 of the Planning Act 2008</li> <li>- Community Infrastructure Regulations 2010</li> </ul>	<ul style="list-style-type: none"> <li>- It is critical that new development is supported by appropriate infrastructure to ensure the creation of sustainable communities. A key element of delivery will be to ensure that the infrastructure needed to support development is provided and funded.</li> <li>- Infrastructure will be funded from a mix of sources including Council budgets, national Government funding, funding from other public bodies and agencies, as well as developer contributions.</li> </ul>	<ul style="list-style-type: none"> <li>- There is an expectation that the approach would generate significant levels of funding toward delivering the strategic infrastructure necessary to support growth and that this infrastructure would be in place prior to development. This would deliver benefits in respect of social, the economy and the environment</li> <li>- There are high costs implications to delivering transport infrastructure that is critical to enabling the development to be viable and deliverable.</li> </ul>	<ul style="list-style-type: none"> <li>- Should make specific reference to developers being required to provide contributions towards new flood alleviation schemes, the long term maintenance of existing defences and habitat creation though CIL.</li> <li>- Should ensure that a significant proportion of funds raised by S106 obligations and CIL are used to benefit community facilities in the local areas affected by development.</li> <li>- Policy IDC1 should be amended to refer to phasing.</li> <li>- Concern that Policy IDC1 makes no reference to viability considerations in setting out the requirement for infrastructure and developer contributions.</li> </ul>	<ul style="list-style-type: none"> <li>- The primary thrust of the policy and section remain the same however small changes have been made to take into account changes in CIL regulations.</li> </ul>

# Appendix L

## Possible Monitoring Indicators

## Appendix L: Proposed Sustainability Appraisal Monitoring Framework

	New framework objective	New sub-objectives Will the policy/allocation:	SEA Topic	Indicative Indicators to use	
				For Policy Monitoring	For Site Allocations
1	To meet the diverse housing needs of the population in a sustainable way.	<ul style="list-style-type: none"> <li>• Deliver homes to meet the needs of the population in terms of quantity, quality;</li> <li>• Promote improvements to the existing and future housing stock;</li> <li>• Locate sites in areas of known housing need;</li> <li>• Deliver community facilities for the needs of the population;</li> <li>• Deliver pitches required for Gypsies and Travellers and Showpeople.</li> </ul>	Population <ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• NI159: Supply of ready to develop housing sites (Maintain rolling five-year supply of deliverable housing sites)</li> <li>• Core Indicator H1: Plan Period and Housing Targets</li> <li>• Core Indicator H2:               <ul style="list-style-type: none"> <li>• Net additional dwellings (in previous years)</li> <li>• Net additional dwellings (in reporting year)</li> <li>• Net additional dwellings (in future years)</li> </ul> </li> <li>• Core Indicator H3: New and Converted Dwellings – on Previously Developed Land (PDL)</li> <li>• Net additional homes provided by location</li> <li>• Core Indicator H4: Net additional pitches (Gypsy and Traveller)</li> <li>• Housing Mix broken down by 1,2,3 and 4+ beds in the market housing sector; Affordable housing mix broken down by 1,2,3 and 4+ beds</li> <li>• % of new houses completed at:               <ul style="list-style-type: none"> <li>• City Centre – 75dph;</li> <li>• Urban area – 50 dph;</li> <li>• Suburban area (and Haxby) – 40 dph</li> <li>• Rural area – 30 dph</li> </ul> </li> <li>• Average house prices by type</li> </ul>	<ul style="list-style-type: none"> <li>• Not applicable</li> </ul>

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2	<p>Improve the health and well-being of York's population</p>	<ul style="list-style-type: none"> <li>• Avoid locating development where environmental circumstances could negatively impact on people's health;</li> <li>• Improve access to openspace / multi-functional openspace</li> <li>• Promotes a healthier lifestyle though access to leisure opportunities (walking / cycling)</li> <li>• Improves access to healthcare;</li> <li>• Provides or promotes safety and security for residents;</li> <li>• Ensure that land contamination/pollution does not pose unacceptable risks to health.</li> </ul>	<ul style="list-style-type: none"> <li>• Human health</li> </ul>	<ul style="list-style-type: none"> <li>• % of new developments built that are within 400m of a community facility (Primary school, GP or Convenience Store) and within 400m of a bus route with a 15 min frequency</li> <li>• % of new community facilities that are within 400m of a bus route with a 15 min frequency</li> <li>• Loss of Community Facilities</li> <li>• Life expectancy at birth</li> <li>• Infant Mortality Rate</li> <li>• Death rates from respiratory diseases</li> <li>• Percentage of people describing their health as 'good' or 'very good'</li> <li>• Rate of domestic and commercial burglaries;</li> <li>• Percentage reduction in fear of crime statistics from CYC surveys;</li> <li>• Percentage of residents who think where they live in York is a safe place to live;</li> <li>• Reduction in households which have a deficiency to accessible openspace;</li> <li>• Number of parks with Green Flag Award Status.</li> </ul>	<p>Access to:</p> <ul style="list-style-type: none"> <li>• doctors</li> <li>• openspace</li> </ul>
3	<p>Improve education, skills development and training for an effective workforce</p>	<ul style="list-style-type: none"> <li>• Provide good education and training opportunities for all;</li> <li>• Support existing higher and further educational establishments for continued success;</li> <li>• Provide good quality employment opportunities available to all;</li> </ul>	<ul style="list-style-type: none"> <li>• Population</li> </ul>	<ul style="list-style-type: none"> <li>• No of 16 – 18 year olds in education or employment or training</li> <li>• % of the population with GCSEs / NVQs /further education qualifications</li> <li>• Unemployment rate</li> <li>• Percentage of people out of work for over 12 months</li> <li>• Number of JSA claimants</li> <li>• The number of educational facilities which are available for use by the wider community</li> </ul>	<p>(Housing) Access to:</p> <ul style="list-style-type: none"> <li>• nursery provision</li> <li>• primary schools</li> <li>• secondary schools</li> <li>• higher education facilities</li> </ul> <p>(Employment) Access to:</p> <ul style="list-style-type: none"> <li>• nursery provision</li> </ul>

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4	<p>Create jobs and deliver growth of a sustainable and inclusive economy</p>	<ul style="list-style-type: none"> <li>• Help deliver conditions for business success and investment;</li> <li>• Deliver a flexible and relevant workforce for the future;</li> <li>• Deliver and promote stable economic growth;</li> <li>• Enhance the city centre and its opportunities for business and leisure;</li> <li>• Provide the appropriate infrastructure for economic growth;</li> <li>• Support existing employment drivers;</li> <li>• Promote a low carbon economy..</li> </ul>	N/a	<ul style="list-style-type: none"> <li>• BD1: Total amount of additional employment floorspace – by type (gross and net)</li> <li>• BD2: Total amount of employment floorspace on previously developed land (square metres)</li> <li>• Core Indicator BD3: Employment land available by type (in hectares)</li> <li>• BD4: Amount of completed retail, office and leisure development in different locations</li> <li>• Amount of additional employment land (hectares) developed for B1, B2 &amp; B8</li> <li>• % of working age population in employment</li> <li>• Local Indicator: Annual visitor expenditure and % increase on previous monitoring year</li> <li>• Average length of stay of visitors in the City and % increase on the previous monitoring year</li> <li>• Losses of employment land in i) employment areas and ii) local authority area</li> <li>• % growth per annum in tourism earnings in York</li> <li>• <i>Town Centre Health Check Indicators to include:</i> <ul style="list-style-type: none"> <li>○ <i>Diversity of main town centre uses (by number, type and amount of floorspace);</i></li> <li>○ <i>Shopping rents (pattern of movement in Zone A rents within primary shopping areas);</i></li> <li>○ <i>Proportion of vacant street level property and length of time properties have been vacant;</i></li> <li>○ <i>Pedestrian flows (footfall); and</i></li> <li>○ <i>Customer and residents views and behaviour.</i></li> </ul> </li> <li>• Number of VAT registrations / number of VAT registered businesses</li> <li>• Percentage of population who are economically active.</li> <li>• % Increase in employment generated by tourism</li> <li>• Number of knowledge based jobs and % increase on previous monitoring year</li> <li>• Number of ‘green jobs’ and % increase on previous monitoring year</li> <li>• Job density</li> <li>• No. of jobs created per annum.</li> <li>• % increase in no. of jobs on previous monitoring year</li> </ul>	<p>Not applicable at location level assessment but linked to all Transport accessibility given relationship to commuting</p>
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5	Help deliver equality and access to all	<ul style="list-style-type: none"> <li>Address existing imbalances of equality, deprivation and exclusion across the city;</li> <li>Provide accessible services and facilities for the local population;</li> <li>Provide affordable housing to meet demand;</li> <li>Help reduce homelessness;</li> <li>Promote the safety and security for people and/or property.</li> </ul>	N/a	<ul style="list-style-type: none"> <li>Proportion of new homes meeting wheelchair homes standard on sites with 50 or more dwellings</li> <li>Proportion of new homes meeting Lifetime Homes Standard on sites with 15 or more dwellings</li> <li>NI 155: Number of affordable homes delivered (gross)</li> <li>H5: Gross Affordable Housing Completions</li> <li>Affordable housing mix broken down by 1,2,3 and 4+ beds</li> <li>Percentage of schemes delivering affordable housing that meets the target set in the Dynamic Viability Model</li> <li>% of new developments built that are within 400m of a community facility (Primary school, GP or Convenience Store) and within 400m of a bus route with a 15 min frequency</li> <li>% of new community facilities that are within 400m of a bus route with a 15 min frequency</li> <li>Loss of Community Facilities</li> <li>Number of residents participating in ward decisions each year</li> <li>Percentage of people who feel they can influence decision making in their locality.</li> </ul>	<p>Access to:</p> <ul style="list-style-type: none"> <li>non-frequent bus routes</li> <li>frequent bus routes</li> <li>park and ride bus stops</li> <li>railway station by walking</li> <li>railway station by cycling</li> <li>adopted highways</li> <li>Cycle routes</li> </ul> <p>Additional access for Housing sites:</p> <ul style="list-style-type: none"> <li>Neighbourhood parade</li> <li>Supermarket</li> </ul>
6	Reduce the need to travel and deliver a sustainable integrated transport network	<ul style="list-style-type: none"> <li>Deliver development where it is accessible by public transport, walking and cycling to minimise the use of the car;</li> <li>Deliver transport infrastructure which supports sustainable travel options;</li> <li>Promote sustainable forms of travel;</li> <li>Improve congestion.</li> </ul>	<ul style="list-style-type: none"> <li>Air</li> <li>Climatic factors</li> </ul>	<ul style="list-style-type: none"> <li>Delivery of strategic infrastructure schemes identified by target dates (to be monitored through LTP3)</li> <li>Amount of new development within 400 metres walkable distance of a frequent public transport route, local facilities (primary school, GP, convenience store) and within 100m of a cycle route</li> <li><i>Number of developments submitting travel plans;</i></li> <li><i>Length of Public Rights of Way;</i></li> <li><i>New provision of cycle paths or cycle path improvements.</i></li> <li>Congestion: Additional travel delays to be measured against targets (85% by 2016, 80% by 2021 and 78% by 2031).</li> <li></li> </ul>	<p>Access to:</p> <ul style="list-style-type: none"> <li>non-frequent bus routes</li> <li>frequent bus routes</li> <li>park and ride bus stops</li> <li>railway station by walking</li> <li>railway station by cycling</li> <li>adopted highways</li> <li>Cycle routes</li> </ul> <p>Additional access for Housing sites:</p> <ul style="list-style-type: none"> <li>Neighbourhood parade</li> <li>Supermarket</li> </ul> <p>Access to:</p> <ul style="list-style-type: none"> <li>Pedestrian Right of Way (PROW)</li> </ul>

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7	<p>To minimise greenhouse gases that cause climate change and deliver a managed response to its effects</p>	<ul style="list-style-type: none"> <li>• Reduce or mitigate greenhouse gas emissions from all sources;</li> <li>• Plan or implement adaptation measures for the likely effects of climate change;</li> <li>• Provide and develop energy from renewable, low and zero carbon technologies;</li> <li>• Promote sustainable design and building materials that manage the future risks and consequences of climate change;</li> <li>• Adhere to the principles of the energy hierarchy;</li> </ul>	<ul style="list-style-type: none"> <li>• Climatic factors</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in Ecological Footprint</li> <li>• Reduction in York’s Carbon Footprint</li> <li>• National Indicator 185: CO<sub>2</sub> reduction from local authority operations</li> <li>• National Indicator 186: Per capita reduction in CO<sub>2</sub> emissions in the LA area</li> <li>• National Indicator 188: Planning to adapt</li> <li>• Number of planning applications for major developments that have a Sustainability Statement</li> <li>• No. of new residential developments (10+ dwellings) that meet the Code for Sustainable Homes Level 3*** (or equivalent) up to and including 2013, Code for Sustainable Homes Level 4**** (or equivalent) from 2014, and zero carbon standard from 2016 onwards</li> <li>• Number of new non-residential developments (over 1,000 m<sup>2</sup>) that meet ‘very good’ standards (BREEAM) up to and including 2014, ‘Excellent’ standards (BREEAM) from 2015 and Zero Carbon Standards from 2019 onwards</li> <li>• Number of planning applications for major developments (10+ dwellings/1,000 m+ non-residential) that have a Sustainable Energy Strategy</li> <li>• Number of planning applications for major developments that incorporate on-site renewable energy production to offset at least 10% of predicted carbon emissions</li> <li>• Number of planning applications for major developments that integrate CHP and district/block heating or cooling infrastructure, unless it can be demonstrated</li> <li>• Core Indicator E3: Renewable energy capacity installed by type.</li> </ul>	<p>Linked to all:</p> <ul style="list-style-type: none"> <li>• All Transport accessibility indicators given relationship to trip generation and emissions</li> <li>• All flood risk indicators given its link to managing the effects of climate change</li> <li>• All Green infrastructure indicators given its link to managing the effects of climate change</li> <li>• Air Quality Management Areas given its link to emissions.</li> </ul>
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8	Conserve and enhance green infrastructure, bio-diversity, geodiversity, flora and fauna for high quality and connected natural environment	<ul style="list-style-type: none"> <li>• Protect and enhance international and nationally significant priority species and habitats within SACs, SPAs, RAMSARs and SSSIs ;</li> <li>• Protect and enhance locally important nature conservation sites (SINCs);</li> <li>• Create new areas or site of bio-diversity / geodiversity value;</li> <li>• Improve connectivity of green infrastructure and the natural environment;</li> <li>• Provide opportunities for people to access the natural environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Biodiversity</li> <li>• Flora</li> <li>• Fauna</li> </ul>	<ul style="list-style-type: none"> <li>• NI197: Improved Local Biodiversity – proportion of Local Sites where positive conservation management has been or is being implemented</li> <li>• Core Indicator E2: change in areas and population of biodiversity importance, including: loss and addition of priority habitats and species (by type); and change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance</li> <li>• % of recognised wildlife sites in favourable condition in current Local Biodiversity audit</li> <li>• Condition of RAMSAR, SPA, SAC, SSSI and LNR's;</li> <li>• Number of new nature conservation designation;</li> <li>• Number of parks awarded Green Flag Award status;</li> <li>•</li> </ul>	Distance to/ incorporates: <ul style="list-style-type: none"> <li>• Statutory nature conservation designations;</li> <li>• Regional Green Infrastructure Corridor;</li> <li>• Site of Interest for Nature Conservation (SINC) site;</li> <li>• Area of Local Nature Conservation (LNC) Interest;</li> <li>• Ancient Woodland;</li> <li>• Existing Openspace. District Green Infrastructure Corridor</li> <li>• Local Green Infrastructure Corridor;</li> <li>• Tree Protection orders</li> </ul>
9	Use land resources efficiently and safeguard their quality	<ul style="list-style-type: none"> <li>• Re-use previously developed land;</li> <li>• Prevent pollution contaminating the land and remediate any existing contamination;</li> <li>• Safeguard soil quality, including the most volatile agricultural land and protect and enhance allotments; Safeguard mineral resources and encourage their efficient use</li> </ul>	<ul style="list-style-type: none"> <li>• Soil</li> <li>• Material assets</li> </ul>	<ul style="list-style-type: none"> <li>• NI170: PDL that has been vacant or derelict for more than 5 years</li> <li>• Core Indicator M1: Production of primary won aggregates by mineral planning authority</li> <li>• Core Indicator M2: Production of secondary and recycled aggregates by mineral planning authority</li> <li>• Number of Allotment sites;</li> <li>• Amount of agricultural land used for development.</li> </ul>	<ul style="list-style-type: none"> <li>• Brownfield / Greenfield/ Mixed</li> <li>• Agricultural Land Classification</li> </ul>
10	Improve water efficiency and quality	<ul style="list-style-type: none"> <li>• Conserve water resources and quality;</li> <li>• Improve the quality of rivers and groundwaters;</li> </ul>	<ul style="list-style-type: none"> <li>• Water</li> </ul>	<ul style="list-style-type: none"> <li>• River quality</li> <li>• Number of developments that incorporate water efficiency measures a part of the implementation of Code for Sustainable Homes and BREEAM (linked to climate change)</li> </ul>	Not applicable at location level assessment

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11	Reduce waste generation and increase level of reuse and recycling	<ul style="list-style-type: none"> <li>Promote reduction, re-use, recovery and recycling of waste</li> <li>Promote and increase resource efficiency</li> </ul>	<ul style="list-style-type: none"> <li>Material assets</li> </ul>	<ul style="list-style-type: none"> <li>Core Indicator W1: Capacity of new waste management facilities by waste planning authority;</li> <li>Core Indicator W2: Amount of municipal waste arising and managed by managed type, and the percentage each management type represents of the waste managed;</li> <li>National Indicator 191: Residual Household waste per household (kg);</li> <li>National Indicator 192: Percentage of household waste sent for reuse, recycling and composting;</li> <li>National Indicator 193: Percentage of municipal waste land filled;</li> <li>The number of waste sites that are allocated and subsequently developed within York;</li> <li>% of households resident in York served by kerbside collection of at least one recyclable;</li> <li>% of households in York served by kerbside collection of a least two recyclables.</li> </ul>	Not applicable at location level assessment
12	Improve air quality	<ul style="list-style-type: none"> <li>Reduce all emissions to air from current activities;</li> <li>Minimise and mitigate emissions to air from new development (including reducing transport emissions through low emission technologies and fuels);</li> <li>Support the development of city wide low emission infrastructure;</li> <li>Improve air quality in AQMAs and prevent new designations;</li> <li>Avoid locating development where it could negatively impact on air quality.</li> <li>Avoid locating development in areas of existing poor air quality where it could result in negative impacts on the health of future occupants/users;</li> <li>Promote sustainable and integrated transport network to minimise the use of the car.</li> </ul>	<ul style="list-style-type: none"> <li>Air</li> <li>Human health</li> <li>Climatic Factors</li> </ul>	<ul style="list-style-type: none"> <li>NI185: Council CO<sup>2</sup></li> <li>NI186: CO<sup>2</sup> Emissions</li> <li>NI188: Planning to Adapt to Climate Change</li> <li>Amount of reduction in Annual Mean Nitrogen Dioxide (NO<sub>2</sub>) concentrations</li> <li>Amount of reduction in Annual Mean Particulate (PM<sub>10</sub>) concentrations</li> <li>% above or below legal requirements for NO<sub>2</sub> and PM<sub>10</sub></li> <li>Reduction in emissions to air to be determined through emerging Council's Low Emissions Strategy</li> <li>Number of electric vehicle charging points</li> <li>Number of new developments which incorporate low emissions technologies</li> </ul>	<p>Within/proximity to:</p> <ul style="list-style-type: none"> <li>Air quality management area (AQMA)</li> </ul>

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13	Minimise flood risk and reduce the impact of flooding to people and property in York	<ul style="list-style-type: none"> <li>• Reduce risk of flooding;</li> <li>• Ensure development location and design does not negatively impact on flood risk;</li> <li>• Deliver or incorporate through design sustainable urban drainage systems (SUDs).</li> </ul>	<ul style="list-style-type: none"> <li>• Water</li> <li>• Human health</li> <li>• Climatic factors</li> </ul>	<ul style="list-style-type: none"> <li>• Core Indicator E1: Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.</li> <li>• Number of developments (brownfield and Greenfield) achieving the targets for run-off rates</li> <li>• % of new dwellings in flood risk zones 2, 3a and 3b</li> <li>• % of new development incorporating SUDS (Sustainable Drainage Systems)</li> </ul>	<p>Within:</p> <ul style="list-style-type: none"> <li>• Flood risk zone 3b</li> <li>• Flood risk zone 3a</li> <li>• Flood risk zone 2</li> </ul>
14	Conserve and enhance York's historic environment, cultural heritage, character and setting	<ul style="list-style-type: none"> <li>• Promote and enhance local culture;</li> <li>• Preserve and enhance designated heritage assets and their setting;</li> <li>• Preserve or enhance those elements which contribute to the special character and setting of the historic city as identified in the Heritage Topic Paper</li> </ul>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> <li>• landscape</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Progress on preparation of characterisation studies for key strategic sites</i></li> <li>• <i>Progress on preparation of Conservation Area Appraisal for the Central Historic Core</i></li> <li>• Progress of the City Centre Area Action Plan to be monitored through the AMR</li> <li>• Number of planning applications referred to English Heritage</li> <li>• Number of planning applications approved despite sustained objection from English Heritage</li> <li>• Number of buildings on the Heritage At Risk Register</li> <li>• Stock of Grade 1, 2 &amp; 2* listed buildings</li> <li>• Number of Scheduled Ancient Monuments and the Number at risk</li> <li>• Number of Conservation Areas in York</li> <li>• % of Conservation Areas with an up to date character appraisal</li> <li>• % of Conservation Areas with published management proposals</li> </ul>	<p>Distance to:</p> <ul style="list-style-type: none"> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments</li> <li>• Areas of Archaeological Importance</li> </ul>

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15	Protect and enhance York's natural and built landscape	<ul style="list-style-type: none"> <li>• Preserve and enhance the landscape including areas of landscape value;</li> <li>• Protect and enhance geologically important sites;</li> <li>• Promote high quality design in context with its urban and rural landscape and in line with the "landscape and Setting" within the Heritage Topic Paper</li> </ul>	<ul style="list-style-type: none"> <li>• Cultural heritage</li> <li>• Landscape</li> </ul>	<ul style="list-style-type: none"> <li>• % of population with 20+ha of accessible woodland and semi-natural greenspace within 4k of their homes</li> <li>• % of population with 2ha+ area of accessible woodland and semi-natural greenspace within 500m of their homes</li> <li>• Annual increase in woodland (ha)</li> <li>• Amount of new accessible open space provided as part of residential developments (ha)</li> <li>• Amount of new accessible open space provided in area of deficiency</li> <li>• Open space monitoring in line with PPG17 Study and distances to open space types</li> <li>• Number and extent of recognised green corridors</li> <li>• Percentage of land covered by environmental stewardship agreements;</li> <li>• % of LA covered by relevant landscape character appraisals/ historic character appraisals.</li> <li>• Areas showing change consistent with character area objectives</li> <li>• Area of enclosed garden / greenspace lost to development</li> <li>• Extent of local historic parks and gardens at risk/lost</li> </ul>	<p>Within:</p> <ul style="list-style-type: none"> <li>• <b>an area of Historic Character and setting</b></li> <li>• Conservation Areas</li> <li>• <b>Central Historic Core Character Appraisal Zone</b></li> </ul>
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