

Site Selection Technical Paper (June 2013)

Annex 18 - Criteria 4a and 4b – Stage 1
(Residential) Technical Officer
Assessment

Annex 18 – Sites scoring the minimum threshold for Residential Stage 1

Call for Sites Reference	Local Plan Allocation Reference	Site Name	Site Size (ha)	Technical officer Comments - Summary	Site Allocated or Removed
Site 295	ST1	British Sugar/Manor School	35.65	<p>Established strategic development site with SPD. The Council is continuing to work with ABF, Rapleys and ATLAS to help bring the site forward for residential development. Planning application expected late 2013.</p> <p><u>Highways</u></p> <p>The site can be served by a Principal all-purpose access point, being Millfield Lane, one secondary all-purpose access point (off A59) and local all-purpose access points (Plantation Drive and/or Ouseacres). All of these routes will have limited access to the site. This site has existing access to a bus route every 20 mins and the planned Park and Ride site on the A59 will also provide the opportunity for the site to be connected to a higher frequency service (dependant upon location of P&R inbound stops). The longer-term potential for this site to have rail links directly to York rail station is being investigated, and there is an existent 'reserved site for a rail halt' adjacent to the site. The site would need to provide sustainable transport links to existing pedestrian and cycle networks and have a suitable internal layout to maximise walking and cycling permeability and provide good access to services and facilities. Including links to nearby business areas and potential public transport facilities. It is expected that bus services will need to travel through the site in order to provide a high quality public transport offer and encourage sustainable travel patterns.</p> <p>The close proximity of the site to the A1237 northern outer ring road and A59 will be</p>	Allocated for Residential (incl. Local Centre)

			<p>likely to exacerbate congestion in the area, particularly at peak times. The site will require a Transport Assessment and Travel Plan</p> <p><u>Retail</u></p> <p>Site is considered suitable for the creation of local centre (scale as defined by policy) capable of providing for the every day needs of the existing residents and the proposed development. The scale of this centre would be subject to the master planning work and a detailed retail impact assessment.</p> <p><u>Air Quality</u></p> <p>There are no AQMAs within proximity of this site. However, given the proximity of the ring road and the potential for increased congestion/ traffic flows, air quality levels should be monitored and managed as there are potentially large air quality implications for the west of city. A full AQ assessment is likely to be required.</p> <p>The site should mitigate impacts through the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p> <p><u>Contamination</u></p> <p>Land contamination is known to be present at this site. Additional investigation and remediation work will be required to ensure that the land is safe and suitable for its proposed use.</p> <p><u>Noise</u></p> <p>Railway line to the east of the site, A59 to west of site and existing industrial area to North of site which could all have potential noise impacts. A noise survey will be required covering all parts of the site.</p> <p><u>Flooding and Drainage</u></p>	
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			<p>The site is not located within a high flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Design and Conservation</u></p> <p>The site does contain a SINC bordering the railway line. The 'British Sugar Sidings' is 500m long and is designated for species of <i>aculeate hymenopter</i> (Bees and wasps). This site may be impacted through the construction of the site and it would be necessary to ensure the limiting of disturbance to avoid adverse impact on the bees and wasps. This may include phasing development around the site to correspond to the lifecycle of these species The site is part of Acomb/River Ouse corridors. The site will require substantial natural open space. The site would require a tree survey with particular reference to mature trees along Boroughbridge Road frontage.</p> <p>Significant buffering would be required to ensure the integrity of this nature conservation site. This could be incorporated into the Green Infrastructure scheme on site.</p> <p>The site has views across the flat landscape toward the Minster and northwest, which need to be incorporated through the design to ensure views are achieved across the flat landscape.</p> <p>The archaeological desktop survey has revealed that onsite archaeology is likely to be low but further investigation may be required.</p> <p>Given this site's eco-district aspiration, there will be opportunities to factor in sustainable design aspects in relation to site layout, levels of quality open space</p>	
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				<p>including sport fields, biodiversity conservation and enhancement.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p>	
Site 321	ST2	Amalgamated sites at Millfield Lane/A59	11.0ha	<p><u>Highways</u></p> <p>Access to this site could be from the A59 or Millfield Lane, subject to detailed transport analysis. In order to reduce the sites potential isolation, it could be integrated, at least from an accessibility perspective with the British Sugar site. Development in this corridor will be able to utilise the existing train station in Poppleton or potentially the new one at British Sugar and the increased bus services operating to/from the A59 P&R.</p> <p>The location of the site in close proximity to the A1237 northern outer ring-road and A59 will be likely to exacerbate congestion in the area, particularly at peak times. It would be important that sustainable routes for travel are established prior to the sites completion to avoid reliance on the car.</p> <p>This site has existing access to two bus routes, one of which is every 20 minutes. A supporting Transport Assessment (and Travel Plan) will need to look at the potential for improved frequency of bus services. Currently the site is within 5 minutes cycle of the railway station. The longer term potential for the British Sugar site to have rail links to the York rail station is being investigated and this could also increase the accessibility of this site in the longer term. The site would need to provide new cycle facilities along Poppleton Road and through to Millfield Lane or improve links to existing pedestrian and cycle networks.</p> <p><u>Design and Conservation</u></p> <p>The development of the relocated Manor School site has redefined the urban edge in</p>	Allocated for housing

			<p>this area and this site now would be appropriate for residential development subject to minimising intrusion on the Poppleton Road frontage. The setting and character of York would not be adversely affected by development of the site.</p> <p><u>Retail</u></p> <p>Site could be suitable for the creation of local and subject to master plan and detailed assessment. Provision of a new centre within the British Sugar site could also consolidate retail offer along the Boroughbridge Road and should form a facility capable of providing for the every day needs of the existing residents and of the proposed development.</p> <p><u>Open Space</u></p> <p>This site is a former open space which is no longer in use and its previous facilities and equipment have been removed. The Open space study shows that this area has a deficiency of open space and therefore the development of this site would not enable it to be brought back into use. However, given the site is now vacant of good quality facilities, the development will be required to include open space for recreational purposes which may help to alleviate demand in this location, particularly from the need arising from new development. New open space would need to be provided on site as part of the development in line with policy G15 of the Local Plan. Further detailed assessment would be required.</p> <p><u>Contamination</u></p> <p>No particular concerns regarding land contamination at this site.</p> <p><u>Air Quality</u></p> <p>There are no AQMA's within proximity of the site and no immediate air quality issues</p>	
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				<p>although the potential for increased congestion in the west of the City, particularly cumulatively with the British Sugar site may have knock on effects on air quality.</p> <p>The site should mitigate these potential impacts using the citywide emissions policy with the incorporation of low emission technologies and promotion of sustainable travel measures.</p> <p><u>Flooding and Drainage</u></p> <p>The site is not located within a high flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Noise</u></p> <p>Possible noise from A59 and A1237 which would need to be assessed.</p> <p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be required to support strategic housing allocations</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p>	
Site 45	ST3	The Grain stores, Water Lane	7.73	Expired permission for residential development. Subject to viability issues the site is suitable for residential development and should be allocated for residential development.	Allocated for residential

				<p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p>	
Site 35	ST4	Land adjacent to Hull Road & Grimston Bar	7.54	<p><u>Highways</u></p> <p>Highways access onto the site is considered to be fairly straight forward with potential for access from new roundabout created for the Heslington East development via Field Lane. Other access (e.g. via Hull Road) is not preferred. The proximity to the University Campus means there is already frequent bus links to the site.</p> <p>The site is adjacent to the Grimston Bar Park and Ride which provides a high frequency bus service to the city centre allowing positive accessibility for all. It is essential that sufficient good quality pedestrian and cycle path connections be made between the site and these facilities and the Field Lane roundabout barrier to cycling and walking addressed.</p> <p><u>Design and Conservation</u></p> <p>Good tree cover would be needed to separate any housing development from the university development to the South. Connectivity to existing communities is an issue that would need to be addressed through scheme design.</p> <p>Site forms part of Kimberlow Hill (York Moraine) and provides 360 degree views of York – these views were regarded as important and should be protected with a buffer if development carried out to southern part of site to ensure skyline is retained. This sloping site should not be developed with high density housing to avoid maximum impact. The site is very visible due to the hill so the setting and design of the scheme would be important.</p> <p>An archaeological assessment has already been requested / commissioned.</p>	Allocated for residential

			<p>There is a mature landscape behind the site which acts as a gateway for biodiversity which will need to be maintained and enhanced through the development of this site.</p> <p><u>Retail</u></p> <p>There is an existing neighbourhood parade within 400m with a range of local facilities however; road safety measures would need to be included to ensure safe passage across the dual carriageway to improve access, including to the eastbound bus stops on Hull Road.</p> <p>Not suitable location for retail development in isolation, given out of centre nature. Road side uses may be appropriate subject to access and type of use (and should not be brought forward in isolation).</p> <p>Small scale retail development may be acceptable as part of sustainable mix of uses, consideration needs to be given to the impact and role on existing local facilities. Consideration will also need to be taken in respect of the scale of retail in context of the overall development.</p> <p><u>Air Quality</u></p> <p>There are no AQMAs within proximity of this site. And no immediate Air Quality issues although potential for increased traffic flows and proximity of the ring road. Air quality levels should be monitored and managed accordingly.</p> <p>New relevant locations may be introduced along Hull Road, presenting new opportunities for exposure if site not carefully designed. In developing this site, an air quality assessment should also consider the impact from University of York boiler stacks.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation</p>	
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				<p>of low emissions technologies and promotion of sustainable travel.</p> <p><u>Flooding and Drainage</u></p> <p>The site is not located within a high flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Contamination</u></p> <p>The site is located within 250m of a closed landfill site so it may be affected by land contamination. Investigation and remediation work (if necessary) will be required to ensure that the land is safe and suitable for its proposed use.</p> <p><u>Noise</u></p> <p>The site is located close to the A1079 and the Grimston Bar Park and Ride. A noise survey would be required.</p> <p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be required to support strategic housing allocations.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p>	
Site 293	ST5	York Central	7.30	<p><u>Highways</u></p>	Allocated as mixed use

			<p>This is a good site for sustainable transport in terms of links to train/bus network and cycle routes. The level of housing allocated in the Plan period should reflect the capacity of the existing road network in the surrounding area, the council's plans with regards to city centre access and modes of travel and the ability of the existing network to access the site. Some initial improvements to facilitate and encourage walk and cycle trips to/from the site will be required, including the Leeman Road, Marble Arch corridor. After this new road /bridge infrastructure would be required to make the site fully accessible and deliverable.</p> <p>Sustainable travel modes taking full advantage of the sites location will need to be maximised in order to limit impacts on the wider road network, congestion and air quality. Opportunities will need to be explored around pedestrian and cycle linkages, Park & Ride, tram train and bus service improvements, as well as the long term aspiration to provide a transport interchange at the station, capacity and environmental enhancements in advance of improvements to the East Coast Main Line and connection to High Speed 2, and improvements to the York-Harrogate-Leeds rail line. The SPD will need to outline a package of infrastructure requirements.</p> <p><u>Access to Services</u></p> <p>The site is well located close to the City Centre and has good access to local services. It is anticipated that a new local centre will be provided within the site to meet the needs of the new community.</p> <p><u>Air Quality</u></p> <p>There will potentially be a large air quality impact on the AQMA and other areas of existing poor air quality in the city. The site is located adjacent to the city centre and Leeman Road AQMAs whereby pollutants are known to exceed the acceptable levels. Development of this site could exacerbate these issues if it does not adhere to the low</p>	strategic site
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			<p>emissions strategy incorporating low emission technologies and the promotion of sustainable travel. The site would need a full air quality assessment.</p> <p><u>Contamination</u></p> <p>The site has previously been used as railway land and is likely to be affected by land contamination. Investigation and remediation work (if necessary) will be required to ensure that land is safe and suitable for its proposed use.</p> <p><u>Noise</u></p> <p>Rail noise and vibration is the main issue with the site and a site survey will be required. Noise from adjacent roads will also need to be considered.</p> <p><u>Flooding and Drainage</u></p> <p>The majority of this site is not located within a high flood risk zone although Leeman Road, one of the existing access routes to the site is affected by flooding issues. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Design and Conservation</u></p> <p>York Central should be an exemplar mixed development to create a world class urban quarter forming part of the city centre. The aim should be to create a distinctive new place of outstanding quality and sustainable design which complements and enhances the existing historic urban fabric of the City.</p> <p>York Central is in close proximity to the city centre and all of its associated heritage</p>	
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			<p>assets. Of particular importance is the inclusion of the train station within the Central Historic Core Conservation Area and Area of Archaeological Importance (AAI) as well as its interface with significant Scheduled Ancient Monuments such as the City Walls and listed buildings.</p> <p>There are key strategic views from the site towards the Minster as well as towards Clifton Ings and the northwest of York which would need to be preserved. The design of the site including the height of the buildings would need to take this into account. The master planning process should ensure that it considers the principles in the Heritage Topic Paper.</p> <p>The combination of uses could be powered by a highly sustainable district heat and power arrangement.</p> <p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be required to support strategic housing allocations</p> <p><u>Retail</u></p> <p>York Central provides an opportunity to accommodate local scale retail floorspace as part of a vibrant mixed community. In retail terms York Central is out of centre but is sustainably located and the southern part of the site is well connected to the City Centre as a whole. The type and quantity of retail on the York Central site should be informed by the health and market share of the City Centre and sequential considerations at the time of application and would be subject to a detailed retail assessment in line with NPPF.</p> <p><u>Employment</u></p>	
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				Please refer to Deloitte assessment of employment sites in Annex 16 and 17.	
Site 329	ST8	Amalgamated sites North of Monks Cross	52.3ha	<p><u>Highways</u></p> <p>In order to secure equality of access through sustainable travel modes and to minimise the use of the car investment in infrastructure would be required to enable connectivity with surrounding neighbourhoods, the city centre and the existing Monks Cross Centre. The site is bordered by existing road infrastructure to enable access onto the site but further strategic connections for pedestrian and cycle routes would be required.</p> <p>The location of the development in close proximity to a centre like Monks Cross which offers employment, leisure and retail should help to reduce the need to travel subject to successful links being made to the new development to fully integrate the site into the existing centre. There is also a Park and Ride to the South of Monks Cross which offers opportunities for sustainable travel routes to the City Centre if appropriate linkages are made to this site.</p> <p>The site will exacerbate congestion in the area, particularly at peak times given its scale and the capacity of the existing road network. Further work and assessment is needed to understand the implications of the development and the opportunities to mitigate any identified impacts.</p> <p><u>Design and Conservation</u></p> <p>The site would require appropriate landscape buffering along the existing road network which borders the site. The important access the site provides to the countryside should be recognised.</p> <p>From across the site there are key strategic views towards the Minster as well as to the</p>	Allocated for residential

			<p>north that would need to be preserved.</p> <p>A buffer strip should be provided adjacent to the ring road – with landscaping where appropriate to protect the setting and character of York</p> <p>The site intersects with local green infrastructure corridors and contains some trees with protection orders. There are opportunities for this site to interconnect with existing green infrastructure corridors and to integrate a scheme throughout the site to increase biodiversity and connectivity with the natural environment.</p> <p>Maintain railway line within the scheme design.</p> <p>The site contains a SINC which would need buffering. Great Crested Newts present but could be accommodated on site as part of the development without detrimental effects to the SINC.</p> <p>No major archaeological issues expected.</p> <p>There may be opportunities to integrate CHP into this site.</p> <p><u>Retail</u></p> <p>The site has good access to services within the existing Monks Cross development but access (by walking and cycling) would need to be improved and some new local shops and services as part of the development could be appropriate depending on their scale and type.</p> <p>Any ancillary retail in this location should be considered in relation to the provision of the overall comprehensive development and should only be ancillary in nature providing local centre type provision. Retail in this location should not come forward in isolation.</p> <p><u>Air Quality</u></p>	
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				<p>No immediate air quality issues although potential for knock on implications elsewhere in the city and in AQMA. New relevant locations may be introduced along the ring road presenting new opportunities for exposure if site not carefully designed. Cumulative impacts may need addressing in terms of traffic/air quality impact alongside the permitted Community Stadium and Retail Scheme to the South of Monks Cross.</p> <p><u>Contamination</u></p> <p>No particular concerns regarding land contamination at this site</p> <p><u>Noise</u></p> <p>Noise from A1237 Outer Ring Road could affect the site so a full noise survey would be required.</p> <p><u>Flooding and Drainage</u></p> <p>The site is not located within a high flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be required to support strategic housing allocations.</p> <p><u>Employment</u></p>	
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				Please refer to Deloitte assessment of employment sites in Annex 16 and 17.	
Site 148	ST10	Land at Moor Lane, Woodthorpe	17.02ha	<p><u>Highways</u></p> <p>This Site is located on the south side of Moor Lane between Alness Drive and Moorcroft Road. Moor Lane is principally a local distributor road for the southern part of Woodthorpe and it is also a local access route onto the A1237 northern outer ring road. A major Superstore and Park & Ride facility lies 750m east of the site with pedestrian access via footways along the whole north side of Moor Lane and along the south side of Moor Lane, west of Moorcroft Road (the Park & Ride is facility is due to be relocated to the south-west of the superstore by 2014, adding an extra 350m walking distance).</p> <p>The nearest local centres are at Acomb Wood Drive and Moorcroft Road and Woodthorpe Primary school is approximately close to the site. Although the pedestrian routes are reasonably good they could be improved by extending the footway on the south side of Moor Lane and providing pedestrian crossings (in the vicinity of Moorcroft Road, Grassholme and Alness Drive).</p> <p>Better pedestrian access to the superstore and relocated Park & Ride facility could be provided by the construction of a new footbridge over the East Coast Main line beyond the western edge of the site.</p> <p>There is an existing half-hourly bus service along Moor Lane that runs to the city centre. Direct access(es) off Moor Lane into the site can be provided. A transport assessment and subsequent travel plan would need to focus on the potential to readily integrate the site with the surrounding area, particularly for walking and cycling journeys to the local facilities and encouraging greater use of public transport for journey further afield to minimise the number of car trips generated.</p> <p><u>Design and Conservation</u></p>	Allocated for residential

			<p>The landscape setting in this area including the SSSI (Askham Bogg) should be protected to maintain its significance. The reduced site area which is outside of the environmental assets is suitable for development but not the larger submitted site due to adverse impact on the SSSI. The buffer against railway line should be maintained.</p> <p>The site is in close proximity to Askham Bogg which is a significant nature habitat. Askham Bogg is considered to be one of the most botanically bio diverse sites in the region and is nationally important for its invertebrate fauna. In order for Askham Bogg to remain valuable as a wetland site, groundwater is essential. A significant buffer would have to be maintained in line with policy GI12 and an involved hydrological study would be needed before this site could progress in any way to understand how drainage flows into the Bogg may be impacted on by any development. A Buffer would also be required to manage hedgerow character. An increase in people in the area may have serious implications on the visitor numbers to the Bogg which could have adverse effects on the quality of the site - further studies needed.</p> <p>Increasing access to the Bogg could be positive if appropriately managed and designed but would need to be very careful with a nationally designated SSSI. Would need a management plan.</p> <p>There is a listed brick windmill within the site. The site may be of archaeological interest and would require an archaeological assessment. The listing of farms needs to be checked. Existing field boundaries and ditches could ne used to inform the pattern of development.</p> <p><u>Flooding and Drainage</u></p> <p>The site is not located within a flood risk zone although it does border flood zone 3 and flood zone 2 to the south of the site. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p>	
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			<p>Drainage from fields north of SSSI feed Askham Bog and therefore a change in drainage could significantly affect this. There are known water capacity issues in the water course which would need further investigation. The Internal Drainage Board has a pumping station in the area with no spare capacity.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>Unlikely to be significant air quality issues.</p> <p><u>Contamination</u></p> <p>No particular concerns regarding land contamination at this site.</p> <p><u>Noise</u></p> <p>Railway noise could affect this site. An assessment would be required.</p> <p><u>Retail</u></p> <p>Small scale retail development may be acceptable as part of sustainable mix of uses, consideration needs to be given to the impact and role of Woodthorpe Centre and safeguarding the facilities within the centre. Consideration will also need to be taken in respect of the scale of retail in context of the overall development.</p> <p>Access to existing services such as the supermarket could be improved through a bridge access over the railway line.</p>	
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Site 302	N/A	Amalgamated Sites West of Chapelfields	50.95ha	<p><u>Highways</u></p> <p>Vehicular access would create some significant issues with access only available from Grange lane and not considered to be a viable option to create a new access to the ring road. The new infrastructure required (e.g. new junction onto A1237) to access the site is likely to render this development unviable. The likely increase in traffic on the A1237 would require significant capacity enhancements at significant cost.</p> <p>The location of the site in close proximity to the Outer Ring Road (A1237) will be likely to exacerbate congestion in the area particularly at peak times.</p> <p>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><u>Design and Conservation</u></p> <p>There is significant conservation interest to the south of the site. The site consists of open fields and strong concern was raised about building right up to the ring road.</p> <p>It is considered that the setting of the city would be adversely affected if this site is developed. A substantial buffer would need to be provided against the ring road which would narrow the site down. This is an important green buffer enhancing the setting of</p>	Not Allocated

			<p>the City on this western approach and should be protected. This is one of the only areas in the city where the green buffer remains between the Ring Road and the city and this should be protected. If this site is developed it would create an unpleasant hard edge to the urban area.</p> <p>Acomb Grange is an interesting archaeological site and would need to be protected.</p> <p><u>Air Quality</u></p> <p>Would require an Air Quality assessment due to amount of traffic generation and proximity to A1237.</p> <p><u>Contamination</u></p> <p>Records show the site to be near to a former landfill site. Will require desktop study and ground gas assessment.</p> <p><u>Noise</u></p> <p>Noise from A1237 would be an issue and a full assessment would be required.</p> <p><u>Flooding and Drainage</u></p> <p>The site is not in a high flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Retail</u></p> <p>Small scale retail development may be acceptable as part of sustainable mix of uses,</p>	
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				<p>consideration needs to be given to the impact on surrounding local facilities. Consideration will also need to be taken in respect of the scale of retail in context of the overall development.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p> <p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be required to support strategic housing allocations.</p>	
Site 170	N/A	Pond Fields, Heslington	5.7ha	<p><u>Highways</u></p> <p>Access at the northern end of Windmill Lane is currently restricted to buses and cycles and removing this restriction to provide a northern access to the site should be avoided, as this may adversely affect the capacity and operation of the Hull Road/Tang Hall Lane junction. Windmill Lane is a lightly trafficked road and is also part of National Cycle Network Route 66. Field Lane is an 'advisory route' for cyclists with an off-road cycle track on its south side, running through the University of York campus for part of its length. Three hourly bus services operate along Field Lane. The site would need to provide sustainable transport links to existing pedestrian and cycle networks and have a suitable internal layout to maximise walking and cycling permeability and provide good access to services and facilities.</p> <p>Vehicular access could be provided off Windmill Lane approaching from the south but this may not be appropriate for the volume of traffic that would be generated. Access could also be provided off Field Lane. The site will require a Transport Assessment and Travel Plan.</p>	Not Allocated

			<p><u>Design and Conservation</u></p> <p>This site forms a natural boundary between Heslington village and Badger Hill which should be retained. There was strong concern that development of this site would impact adversely on the identity of Heslington and the separation with Badger Hill. Impact on the setting of the village has already been compromised by the link road but this would compromise it further.</p> <p>This site provides an important buffer between Badger Hill Estate and Heslington and maintains the setting of Heslington Church.</p> <p>Although not in the GB Character Appraisal Report currently the development of this would have an impact on the setting and character of the area and this should be protected from future development.</p> <p>There is a windmill on site and Roman burials, a thorough archaeological assessment would be required</p> <p>Would need to investigate if this land is protected by covenants and this is also a wildlife corridor. This is part of a wider corridor that leads into Walmgate stry</p> <p>There is Great Crested Newts on site that cannot be moved more than 500m from original site - there are some potential habitats within that distance but need to be checked. The site is close to wildflower grasslands.</p> <p><u>Flooding and Drainage</u></p> <p>The site is bog land. The site is in a dip and it would put pressure on the water table. The pond takes up a lot of the site.</p> <p>The site is not in a high flood risk zone. A flood risk assessment (FRA) will be required in</p>	
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			<p>line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No immediate air quality issues but the potential for increased traffic levels along Lawrence St (an AQ technical breach area) which could cause further deterioration in Air Quality. Would require an air quality assessment.</p> <p><u>Contamination</u></p> <p>Records show some past industrial activity on site, which may have caused land contamination. Also former landfill site nearby. Will require desktop study and site investigations initially.</p> <p><u>Retail</u></p> <p>The site has access to the facilities provided in Heslington Village Centre which could be enhanced through creating pedestrian and cycle access to the Village centre. Additional local services could be provided on site subject to a detailed assessment of impact on Heslington but site is only 5ha so this may not be viable.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p> <p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be</p>	
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				required to support strategic housing allocations.	
Site 692	ST11	Amalgamated sites at New Lane, Huntington	13.7ha	<p><u>Highways</u></p> <p>Connectivity would come mainly from New lane side of site. There are sustainable transport links with the proximity of park and ride the site and the site is well served with frequent bus routes. Further strategic connections for pedestrian and cycle routes would be required to integrate the site into the existing network and to enhance sustainable routes into the existing Monks Cross centre.</p> <p>The location of the site in close proximity to the Monks Cross area which offers employment, leisure and retail would reduce the need to travel subject to successfully linking the site to the centre via pedestrian and cycle routes and through connection with the Park and & Ride site for sustainable connections to the City Centre.</p> <p>Although there is currently congestion in the area which may increase given the cumulative impact of the community stadium and retail scheme, it is not anticipated that this site would exacerbate this as peak times for residential will not in the main coincide with retail/stadia trips. Further work and assessment will need to be undertaken to understand the full implications of the site, particularly with regard to traffic generation and its effect on congestion, and the opportunities to mitigate the effects where possible.</p> <p><u>Design and Conservation</u></p> <p>This area is considered to be an important space in terms of breaking up the landscape.</p>	Allocated for residential

			<p>Would be most supportive as a linear development fronting New lane leaving open space to the rear of the site. Green buffering to Malton Road and Monk Stray to the south also needs to be considered.</p> <p>There are Great Crested Newts on site cannot be moved more than 500m from original site. There are elements of neutral grassland but not of SINC quality.</p> <p>Site contains a Scheduled Ancient Monument (Roman Camp) and appropriate buffer would need to remain as open space within the scheme layout. An archaeological project for stadium is already underway and so it may be possible to build in survey/investigations as part of the stadium work subject to the developer's agreement.</p> <p><u>Air Quality</u></p> <p>No immediate air quality issues although cumulative impacts may need addressing in terms off traffic/air quality impact alongside permitted Community Stadium scheme.</p> <p><u>Contamination</u></p> <p>No particular concerns regarding land contamination at this site</p> <p><u>Noise</u></p> <p>The stadium, retail park and Park and Ride could affect this site in terms of noise but until these developments are complete it will be difficult to assess the full implications on this site. Further investigation will be required.</p> <p><u>Flooding and Drainage</u></p> <p>The site is not located within a high flood risk zone. Some drainage issues. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p>	
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				<p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Retail</u></p> <p>The site has good access to services at Monks Cross including various supermarkets which could be enhanced through improved pedestrian and cycle access to the Monks Cross Centre.</p> <p>Any ancillary retail in this location should be considered in relation to the provision of the overall floorspace for residential and employment use and should only be ancillary in nature. Retail in this location should not come forward in isolation.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p> <p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be required to support strategic housing allocations.</p>	
Site 724	ST18	Amalgamated sites North of Monks Cross (inc. Cement works)	12.74ha	<p>This site offers an opportunity to deliver further expansion of Monks Cross North over the plan period, within the context of Site 329 being developed for residential.</p> <p><u>Employment</u></p> <p>Allocating this site for employment uses - B1 (a) B1 (c) B8 will provide a framework for</p>	Allocated for Strategic Employment

				<p>bringing forward a sustainable community within the wider allocation, a principle which is promoted by the NPPF. Should employment uses fail to come forward, the strategic employment policy will allow for alternative uses to come forward, subject to appropriate supporting evidence.</p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p> <p><u>Retail</u></p> <p>Any ancillary retail in this location should be considered in relation to the provision of the overall floorspace for residential and employment use and should only be ancillary in nature. Retail in this location should not come forward in isolation.</p>	
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Call for Sites Reference	Local Plan Allocation Reference	Site Name	Site Size (ha)	Technical officer Comments - Summary	Site Allocated or Removed
635	E2	Land North of Monks Cross Drive	0.4ha / 3,000 sq. m	<p>Not considered suitable for residential as existing site within employment area at North of Monks Cross.</p> <p><u>Retail</u></p> <p>Further retail development at Monks Cross has the potential to undermine the role and function of the retail within the City Centre.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p>	Allocated for employment (Office/B1a)

307	E5	Amalgamated sites at James Street	0.2ha / 900 sq. m	<p><u>Retail</u></p> <p>Site is contained within an area of mixed uses (with retail including showrooms, garages and trade counters present). The site is located in an out-of-centre location and provision of A1 retail uses on the site would compete with the City Centre offer, other sui-generis retail uses or ancillary retail associated with a wider master plan / redevelopment of the area should be considered against emerging policies within the Local Plan and the NPPF.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p> <p><u>Residential</u></p> <p>Not considered suitable for residential development due to surrounding uses.</p>	Allocated for employment (R&D, light industrial, storage and distribution /B1b,B1c, B2, B8)
472	H1	Former Gas Works, 24 Heworth Green	3.33ha	<p>This site has previous approval for a mixed use scheme inclusive of 119 residential dwellings granted through permission 09/02081/FULM on 07/09/2010. The consent is now expired but the site is considered suitable to remain as a residential allocation.</p> <p><u>Highways</u></p> <p>Previous housing scheme approval - highway matters acceptable</p> <p><u>Design and Conservation</u></p> <p>Adjacent to the Foss corridor and cycle path corridor. Tree survey along Heworth Green frontage.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p>	Allocated for residential

684	E12	York Business Park – Land at York Business Park	0.8ha / 3,300 sq m	<p><u>Residential</u></p> <p>This is one of the remaining undeveloped plots within York Business Park. The site is considered to be more suitable for employment use rather than residential due to adjacent uses.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p>	Allocated for employment (R&D, light industrial, storage and distribution /B1b,B1c, B2, B8
37	E3	Ford Garage, Jockey Lane	1.67ha / 13,300 sq. M	<p><u>Residential</u></p> <p>Access via Jockey Lane technically feasible but this is considered to be unsuitable for residential development as it is within a commercial zone.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17.</p> <p><u>Retail</u></p> <p>Further retail development at Monks Cross has the potential to undermine the role and function of the retail within the City Centre and is not considered appropriate on this site.</p>	Allocated for employment (Office/B1a)
64	E4	Land at Layerthorpe and James Street – Land	0.2ha / 900 sq. M	<p><u>Residential</u></p> <p>Not considered suitable for residential development due to adjacent used. Considered more suitable as an employment allocation as in existing employment use.</p>	Allocated for employment (R&D,

		at Layerthorpe		<p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>Retail</u></p> <p>Site is contained within an area of mixed uses (with retail including showrooms, garages and trade counters present). The site is located in an out-of-centre location and provision of A1 retail uses on the Site would compete with the City Centre offer, other sui-generis retail uses or ancillary retail associated with a wider master plan / redevelopment of the area should be considered against emerging policies within the Local Plan and the NPPF.</p>	light industrial, storage and distribution /B1b,B1c, B2, B8
639	E11	Annamine Nurseries, Jockey Lane	1ha / 4,150 sq. M	<p><u>Residential</u></p> <p>Not considered suitable for residential development due to adjacent uses.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>Retail</u></p> <p>Further retail development at Monks Cross has the potential to undermine the role and function of the retail within the City Centre.</p>	Allocated for employment (R&D, light industrial, storage and distribution /B1b,B1c, B2, B8
696	H2	Amalgamated Sites off Tadcaster Road	2.88ha	<p><u>Highways</u></p> <p>Could access the site via Cherry Lane. Access via Tadcaster Road would need further technical evaluation. A detailed transport and travel plan would be required.</p>	Allocated for residential

			<p>Good access to sustainable travel routes running along Tadcaster Road.</p> <p><u>Design and Conservation</u></p> <p>There are TPO's to the front of the site which would need to be protected. Tree survey required.</p> <p>Approximately a third of the site is an important grassland SINC which should not be developed. This area was removed at the criteria 1 stage and the site area reduced accordingly from the total submitted site. A Bat survey would required on buildings. Adjacent Cherry Lane hedgerows of SINC quality and should be preserved.</p> <p><u>Air Quality</u></p> <p>No immediate air quality issues although further investigation may be required</p> <p><u>Contamination</u></p> <p>No particular concerns regarding land contamination at this site</p> <p><u>Noise</u></p> <p>May require a noise assessment due to traffic on Tadcaster Road.</p> <p><u>Flooding and Drainage</u></p> <p>The site is not located within a high flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p>	
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				<p><u>Education</u></p> <p>In line with policy EST1 of the Local Plan new provision of education facilities will be required to support strategic housing allocations.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
121	H3	Burnholme School (existing building footprint)	2.7ha	<p>The site area has been reduced from the total area submitted at this stage as further assessment is required of the existing playing fields which are connected to the school use.</p> <p>The school is due to close in Summer 2014 and will be available for residential development along with a service hub for CYC and other providers.</p> <p><u>Highways</u></p> <p>No highways constraints raised. The site has access to bus routes and cycle and pedestrian routes.</p> <p><u>Nature and Conservation</u></p> <p>No specific issues raised</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or</p>	Allocated for residential

				<p>land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
202	H4	St Joseph's Monastery	2.62ha	<p><u>Highways</u></p> <p>Access via Hull Road - some issues regards positioning of suitable access; subject to current pre-application, some works to frontage would be required.</p> <p><u>Design and Conversation</u></p> <p>Of potential general interest but of particular note is old orchard, invertebrate & bat interest. Part of the Tilmire corridor. Should have significant natural open space provision.</p> <p>Would require further detailed assessment with the Council's conservation team and archaeologist to determine a suitable re-development scheme.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>An air quality assessment may be required depending on traffic generation</p>	Allocated for residential

				<p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>Retail</u></p> <p>Small scale retail could be suitable to reflect the mix of uses fronting Lawrence Street in keeping with the current character could be suitable. Subject to master plan for the development of the overall site (taking into consideration likely access points and heritage considerations).</p>	
127	H5	Lowfield School	2.24ha (existing building footprint)	<p><u>Highways</u></p> <p>Main access for vehicles would be using Dijon Avenue. No major traffic constraints highlighted. Site is already part of pre-applications discussions for Care Home and Retirement Village.</p> <p><u>Design and Conservation</u></p> <p>As the site is part of a green corridor, wildlife habitat stepping-stones should also be provided. A tree survey will be required.</p> <p>The site area has been reduced from the total area submitted to the existing building footprint as the remaining area is currently open space which is ruled out at Criteria 2 of the assessment. This is the same approach as was previously taken in the 2011 SHLAA which also highlighted the deficiency in open space in Westfield Ward and considered that any future redevelopment of the site must achieve an acceptable balance of playing fields and provision of open space to development.</p> <p><u>Air Quality</u></p>	Allocated for residential

				<p>An air quality assessment may be required depending on traffic generation</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
308	H6	Amalgamated sites RO Wilberforce Home/York College	2.04ha	<p><u>Highways</u></p> <p>Would need a survey/assessment of highways within new existing housing site (The Square). Site is accessible by public transport being close to the Askham Bar Park and Ride and other frequent bus routes. Access would be taken off Tadcaster Road.</p> <p><u>Design and Conservation</u></p> <p>The total site submitted was for 8ha with approximately 2ha put forward as a suitable developable area for residential development. The majority of the site area was removed as the Criteria 1 assessment as it falls within an area protecting the historic character and setting of the City.</p> <p>Conservation colleagues thought it would be important to protect the open landscape character and setting of city from Sim Balk Lane and ring road which could be affected by</p>	Allocated for residential

				<p>the development on the whole 8ha submitted site. Some good trees on site which would need to be protected.</p> <p>Close to Great Crested Newt mitigation site. Likely to also be of bat interest. Trees will need surveying for bats. Relict ridge & furrow present.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>Potential air quality issues due to proximity to roundabout on Tadcaster Road but could be dealt with through design as per the other new developments in the surrounding area.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
172	H7	Bootham Crescent	1.72ha	<p><u>Highways</u></p> <p>Previous housing scheme considered and highway issues acceptable. Site is close to existing bus routes although some of these are accessed over footbridge.</p> <p><u>Design and Conservation</u></p>	Allocated for residential

			<p>No specific design and conservation issues raised. No particular ecological value.</p> <p><u>Open Space</u></p> <p>The Site is currently designated as open space within the PPG17 Assessment as Bootham Crescent stadium. This facility will need to be relocated elsewhere in order for the development of this site to proceed. Permission was granted in May 2012 for the York Community Stadium at Monks Cross which will provide a new home for York City Football Club and York City Knights RLFC. Once this is completed and the club has transferred to the new ground then this site would be suitable for redevelopment.</p> <p>It is important that opportunities to provide additional open space facilities on site are maximised.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>An air quality assessment may be required depending on traffic generation</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
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58	H8	Askham Bar Park and Ride, Tadcaster Road	1.57ha	<p><u>Highways</u></p> <p>The site is accessed off Tadcaster Road currently. A full transport assessment would be required to look at access options.</p> <p><u>Design and Conservation</u></p> <p>No design and conservation issues raised. No particular ecological value.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>In terms of air quality the site may present new opportunities for exposure based on its proximity to a roundabout (elevated levels of nitrogen dioxide observed near the roundabout in recent years) however, it is likely that good scheme design could address any issues.</p> <p><u>Noise</u></p> <p>A noise assessment in accordance with Planning Policy Statement 24 would be required as the site is close to the A1036 and the railway line. A vibration assessment would also be required due to the railway line.</p> <p><u>Employment</u></p>	Allocated for housing
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				Please refer to Deloitte assessment of employment sites in Annex 16 and 17	
656	H10	Barbican Centre (remaining land)	0.78	<p>The site has previous consent for 240 apartments which expired in 2009. Part of the site has consent for a hotel so the remaining land (0.78ha) has been considered for development purposes.</p> <p>The site has previous permission for a residential scheme which was considered acceptable and is part of ongoing pre-application discussions so is considered suitable for a residential allocation.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	Allocated for housing
627	H11	Land at Frederick House, Fulford Road	0.78ha	<p><u>Highways</u></p> <p>This is a narrow plot of land and access via Fulford Road could be technically difficult. Would need a low traffic generation scheme which takes advantage of sustainable transport links along Fulford Road.</p> <p><u>Design and Conservation</u></p> <p>Would require a tree survey for trees along the frontage and eastern end of the site. Bat survey required for building.</p> <p>Consideration will have to be taken for historical attributes as this site is within the Fulford Road Conservation Area and has listed buildings within close proximity. Advice from our conservation team is that the buildings fronting the A19 would need to be preserved as they are, as would the high wall to the rear of the site.</p> <p><u>Air Quality</u></p>	Allocated for housing

				<p>There may be air quality issues due to the sites proximity to the Fishergate gyratory and the Fulford Road AQMA. Increased homes could increase traffic that would need to be carefully managed through scheme design and travel plan</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
192	H12	Land RO Stockton Lane/ Greenfield Park Drive	0.77ha	<p><u>Highways</u></p> <p>Assessment and surveys of Greenfield Park Drive would be required. The form/layout of highway probably suited to access some development. Need to check and access the distances by foot and to public transport services needs checking.</p> <p><u>Design and Conservation</u></p> <p>This is a derelict Victorian garden with substantial tree cover of high general wildlife interest in otherwise urban environment. Adjacent to Monk Stray corridor. Likely to be of value to local bat population. Would need further assessment.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line</p>	Allocated for housing

				<p>with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
7	H13	Our Lady's Primary School (existing building footprint)	0.68ha	<p><u>Highways</u></p> <p>Some low key improvements likely to be required to immediate access and connection to cycle route required.</p> <p><u>Design and Conservation</u></p> <p>There are mature trees on site and the site is adjacent to Hob Moor/Micklegate Stray so any development of the site would require sensitive design. The site includes school playing fields and an open space assessment would be required in consultation with CYC Leisure and Sports England.</p> <p>Pond & scrub planting present. Part of the site is an integral part of Hob Moor. Will need bat survey & substantial open space tied into Hob Moor. Mature trees - tree survey required.</p> <p>The site area submitted has been reduced to take account of the school playing fields and existing open space as this would require further detailed assessment.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line</p>	Allocated for housing

				<p>with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
556	H14	32 Lawrence Street	0.55ha	<p>Application 12/02609/FULM approved on 22/11/2012 for demolition of car showroom and erection of 43 student 'cluster flats'. Construction is now underway.</p>	Allocated for housing
120	H15	Beckfield Lane Depot	0.49ha	<p><u>Highways</u></p> <p>No specific issues raised. Further assessment would be required. Site has good access to bus routes.</p> <p><u>Design and Conservation</u></p> <p>No specific issues raised. Little ecological interest</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Retail</u></p>	Allocated for housing

				<p>Any retail development on the Site should be fronted onto Beckfield Lane and should be in keeping with the scale of neighbouring retail (small scale - less than 100 sqm) be to serve the immediate community.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Report taken to Cabinet on 7th May setting out the Council's proposals to deliver the first phase of new council homes and seeks approval for the council to pursue development of a number of sites within the Housing Revenue Account (HRA) to build between 50 and 70 new homes.</p> <p>For the Beckfield Lane site a full planning application will be submitted in May 2013, with a 13 week target determination period. A 3 month tender period to appoint a contractor will be undertaken, followed by a 2 month project inception period prior to start on site late 2013 / early 2014. The anticipated build programme is 50 weeks, with completion in February 2015 at the latest.</p>	
25	H16	Sessions, Huntington Road	0.47ha	<p><u>Highways</u></p> <p>Previous housing schemes considered, nothing problematic.</p> <p><u>Design and Conservation</u></p> <p>The total site submitted was 1.91ha but has been reduced at this stage pending further discussion and consideration of the regional green corridor and wildlife sites (Sessions Nature Reserve and Otter Holt) along the Foss corridor. The site is smaller than that previously considered in the SHLAA as that also contained the Ebor Craft site which now has permission for a single storey extension for general industrial use and was not re-</p>	Allocated for housing

				<p>submitted through the Call for Sites.</p> <p>The tree line would need to be improved along the road frontage</p> <p><u>Air Quality</u></p> <p>The site would require an air quality assessment due to its frontage on Huntington Road and would need to be set back from the road frontage.</p> <p><u>Flooding and Drainage</u></p> <p>Part of the site is flood zone 2, part in zone 1 and it abuts flood zone 3b (functional floodplain). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
631	H17	Burnholme WMC	0.43ha	<p><u>Highways</u></p> <p>Access issues previously considered as part of planning application process.</p> <p><u>Design and Conservation</u></p> <p>Preference would be to keep club building. Note TPOd trees to front pose substantial restriction. Island site between Tang Hall/Osbaldwick Beck corridors.</p>	Allocated for Housing

				<p><u>Flooding and Drainage</u></p> <p>A large part of the site lies within flood zone 2 so mitigation may be required. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>Further assessment may be required</p> <p><u>Noise</u></p> <p>Further assessment may be required due to adjacent uses.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
80	H18	Land off Woodland Chase, Clifton Moor	0.4ha	<p><u>Highways</u></p> <p>Access via Hornbeam Close technically feasible, would be preferable to access through the industrial estate although this would depend on what use the site is allocated for.</p> <p><u>Design and Conservation</u></p> <p>No design and conservation issues raised. No particular ecological value.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line</p>	Allocated for housing

				<p>with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>General</u></p> <p>Consent for a 70 bed nursing home was granted through application 08/01988/FULM on 12th August 2008 but has stalled since footings installed. Site has now been submitted for residential development through the Call for Sites.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
654	H19	Land at Mill Mount	0.36ha	<p><u>Highways</u></p> <p>Access potential from both frontages, although Scarcroft Rd has greater potential (Mill Mount restricted).</p> <p><u>Design and Conservation</u></p> <p>Must keep current open space and trees. Trees have tree preservation orders so further assessment required. Bat survey required on buildings. The site is within a conservation area and within 50m of listed buildings, which would require sensitive design. Conservation have also requested that the existing trees, banking and car parking areas be retained as a barrier to the street scene which would make conversion of the existing building more likely than redevelopment.</p> <p><u>Air Quality</u></p> <p>The Site is within an Air Quality Management Area and further assessments for traffic</p>	Allocated for housing

				<p>impact would be required.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
124	H20	Oakhaven EPH, 114 Acomb Road	0.33ha	<p><u>Highways</u></p> <p>No major highways issues raised. There are access options including via Acomb Road although Hebdon Rise limited width.</p> <p><u>Design and Conservation</u></p> <p>No design and conservation issues raised.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p>	Allocated for housing

				<p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Site is currently in use as an elderly person home (CYC) which is due to close by mid 2014 and will then be available for re-development.</p>	
99	H21	Woolnough House EPH, 52 Woolnough Avenue	0.29ha	<p><u>Highways</u></p> <p>No transport issues raised. Access via Woolnough Avenue.</p> <p><u>Design and Conservation</u></p> <p>Potential bat issues but would need further investigation.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Site is currently in use as an elderly person home (CYC) which is due to close by mid 2014</p>	Allocated for housing

				and will then be available for re-development.	
59	H22	Heworth Lighthouse, Sixth Avenue	0.29ha	<p><u>Highways</u></p> <p>No transport issues raised. Access via Sixth Avenue.</p> <p><u>Design and Conservation</u></p> <p>Mature trees/hedges on boundary of site.</p> <p>Potential bat issues but would need further investigation.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Site is currently in use as an elderly person home (CYC) which is due to close by mid 2014 and will then be available for re-development.</p>	Allocated for housing
98	H23	Grove House EPH, Penleys Grove Street	0.25ha	<p><u>Highways</u></p> <p>No transport issues raised. Access via Penleys Grove Street.</p>	Allocated for housing

				<p><u>Design and Conservation</u></p> <p>Bat survey required on buildings. Tree assessment required. Contains TPO.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Site is currently in use as an elderly person home (CYC) which is due to close by mid 2015 and will then be available for re-development.</p>	
197	H24	Former Bristow's Garage, Fulford Road	0.22ha	<p><u>Highways</u></p> <p>No transport issues raised. Further assessment will be required. The site has good access to facilities and public transport including a frequent bus route within 400m.</p> <p><u>Design and Conservation</u></p> <p>The site is located within Fulford Road conservation area and is within 50m of a grade II listed building but these factors would not preclude development of good design quality.</p> <p><u>Air Quality</u></p>	Allocated for housing

				<p>The site is within an AQMA Number 2 (Fulford Road) full air quality assessment needed. Extra traffic for the site could have an adverse impact on fulford Road AQMA and fishergate gyratory.</p> <p><u>Noise</u></p> <p>Noise assessment required due to proximity of A19, shops, restaurants and takeaways.</p> <p><u>Flooding and Drainage</u></p> <p>The site is in a low flood risk zone. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
651	H25	Heworth Green North (remaining land) - The Forum	0.22ha	<p><u>Highways</u></p> <p>The previous application included access from new link road to be provided by development. No issues raised. Further assessment will be required.</p> <p><u>Design and Conservation</u></p> <p>Part of River Foss corridor. Large stand of Japanese knotweed on river side.</p>	Allocated for Housing

			<p><u>Flooding and Drainage</u></p> <p>The site is at high risk from flooding (zone 3a_{ii}) so further detailed assessment required. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>This site is within an AQMA and further assessment will be required</p> <p><u>Contamination</u></p> <p>There are serious land contamination issues connected with this site in relation to previous land uses. The problems are not insurmountable but there will be high remediation cost associated.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Part of the land has consent for a 5 storey hotel and mixed uses and was granted consent on 07/06/2012 (11/02210/fulm). The remaining land has been assessed for development.</p> <p>Planning permission (subject to the signing of a S106 Agreement) for residential development was granted on this site in 2006. The application was withdrawn on 01/10/09 due to viability issues. Previous residential permission so considered appropriate to allocate for residential within the Plan.</p>	
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322	H30	Amalgamated sites South of Strensall	2.53ha	<p><u>Highways</u></p> <p>Single connection to highway; limited frontage/depth, visibility splays need checking; sustainable location.</p> <p><u>Design and Conservation</u></p> <p>Any development of this site would need to be sympathetic to the surrounding area and character especially considering the close proximity of Strensall Conservation area and a number of listed buildings.</p> <p>Significant grassland and large Great Crest Newt population. Only limited areas available for development without substantial mitigation. Hedgerows of interest. Also high bat interest. Good marsh orchid population.</p> <p><u>Air Quality</u></p> <p>No air quality issues identified</p> <p><u>Noise</u></p> <p>Noise and vibration from railway line – would need further investigation</p> <p><u>Flooding and Drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p>	Allocated for housing
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				<p><u>Retail</u></p> <p>Small scale retail development may be acceptable as part of sustainable mix of uses, consideration needs to be given to the impact on surrounding local facilities in Strensall Village. Consideration will also need to be taken in respect of the scale of retail in context of the overall development.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Part of the site was removed at the Criteria 1 assessment to reduce the available developable area to 2.53ha. This includes the area flagged as having ecological interest in the comments from the Design and Conservation team.</p>	
72	H33	Water Tower Lane, Dunnington	1.80ha	<p><u>Highways</u></p> <p>Not considered to be feasible to take access from A166. Access could be taken via Church Balk (southern end) would be feasible with some highway improvements required including footway. A level of development via Eastfield Lane would require extensive improvements to highway.</p> <p><u>Design and Conservation</u></p> <p>No design and conservation issues raised.</p> <p>No particular ecological value.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be</p>	Allocated for housing

				<p>required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>It was thought suitable to allocate only the southern part of the site (1.8ha) for development in line with the northern edge of the existing village and the permission for the cemetery in the adjacent field.</p>	
8	H34	Land to North of Church Lane, Skelton	1.74ha	<p><u>Highways</u></p> <p>No access to A19; Currently inadequate vehicular and cycle access for large scale development and a full highways assessment would be required. Access to bus route. Access to local services within Skelton Village.</p> <p><u>Design and Conservation</u></p> <p>Relict old wildflower grassland & ponds. Would require Great Crested Newt survey.</p>	Allocated for housing

			<p>Hedgerow assessment will be needed.</p> <p>Site lies within Skelton Village Conservation area and any proposal must respect adjacent buildings, open space, landmarks and settings and have regard to local scale, proportion, details and materials with special consideration to the Skelton Village Design Statement.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Retail</u></p> <p>Not suitable location for retail development in isolation. Impact on existing village facilities would need to be fully assessed.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p>	
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				Part of the site was removed at the Criteria 1 assessment to reduce the available developable area to 1.78ha. This includes the area flagged as having ecological interest in the comments from the Design and Conservation team.	
580	H36	Land at Blairgowrie House, Upper Poppleton	1.50ha	<p><u>Highways</u></p> <p>Access to Main Street feasible; scope to widen footways; sustainable, close to services within the village.</p> <p><u>Design and Conservation</u></p> <p>There are protected trees on site which will pose a restriction on housing density. Trees are important to the character of the conservation area and amenity of the site. A tree survey would be required to ascertain the quantity of developable land outside of the tree zones.</p> <p>If any work should be proposed on the buildings, including conversion or demolition, a bat survey would be required. A phase 1 habitat survey may also be required to consider other species which may be using the site.</p> <p>Any future development should be compatible with the existing grain of the area, which is very low density. The wooded character of the site is important to the character and the appearance of the area and is of ecological significance.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in</p>	Allocated for housing

				<p>line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
596	H41	Land adj. 26 & 38 Church Lane, Bishopthorpe	0.55ha	<p><u>Highways</u></p> <p>Access via Church Lane feasible; check visibility splays (hedgerow may require setting back); possible visibility issue with junction on Bishopthorpe Rd.</p> <p><u>Design and Conservation</u></p> <p>Development must consider trees and character of conservation area. The site lies within Bishopthorpe conservation area and is within proximity of Bishopthorpe Palace, which is a listed building and registered historic park and garden. Whilst these historical considerations are not necessarily a constraint to development any development proposal must respect adjacent buildings, open spaces, landmarks and settings and have regard to local scale, proportion, detail and materials.</p> <p>Remnant orchard site - would require survey.</p>	Allocated for housing

				<p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
618	H44	R/O Surgery & 2a/2b Petercroft Lane, Dunnington	0.23ha	<p><u>Highways</u></p> <p>Access via Gardenflats Lane; boundary vegetation will need cutting back; section of new footway can be provided on frontage.</p> <p><u>Design and Conservation</u></p> <p>The site is located within Dunnington Village Conservation Area and in proximity to listed buildings, which would not preclude development but would require high quality design and construction. Contains mature trees.</p>	Allocated for housing

				<p>No particular ecological value, but may have some bat interest.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
579	H45	Land adj. 131 Long Ridge Lane, Nether Poppleton	0.20ha	<p><u>Highways</u></p> <p>No transport issues raised.</p> <p><u>Design and Conservation</u></p> <p>No design and conservation issues raised</p> <p>No particular ecological value.</p>	

				<p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
180		Malton Road Site, York	2.24ha	<p><u>Highways</u></p> <p>Access via New Lane technically feasible but would require footway improvements. Would need further assessment.</p> <p><u>Design and Conservation</u></p> <p>Part of the site falls within the historic character and setting - green wedge and the developable area has been reduced accordingly following the criteria 1 assessment. Further evidence on this issue was submitted with the Call for Sites form which has been considered by the Design and Conservation team however strong concerns remain concerning the impact of the development of this site on the open approach towards the</p>	Not allocated

			<p>City along Malton Road and views to the Minster.</p> <p>Arable land. Ecological interest limited to hedgerows.</p> <p><u>Flooding and Drainage</u></p> <p>Part of the site falls within functional flood plain (Zone 3b) based on the Environment Agency Flood zone maps. Further evidence has been submitted through the Call for Sites which has been accepted by the Council's Flooding and Drainage Team and the developable area of the site amended accordingly. If this site is progressed for development a site specific topographical survey should be carried out to allow confirmation of the flood zones as determined through the use of LiDAR data. This is particularly important given the flat nature of the site as even a small reduction (in the order of 100mm) in the topographical level could alter the flood zone extents. This site survey can be undertaken as part of a Flood Risk Assessment (FRA), which will be required to accompany any planning application for this site. This FRA will require the analysis of flooding from all sources, and will need to detail how surface water runoff will be managed.</p> <p>Through site specific modelling using LiDAR data it has been determined that the flood risk at the site is considerably different when compared to the data supplied by the EA. Parts of the site do lie within Flood Zones 2, 3a and 3b, however, mapping of the flood zones has revealed that the extent of flooding is likely to be significantly less than that shown by the EA maps.</p> <p>The indicative flood outlines produced as part of this study suggest that a significant proportion of the site lies within Flood Zone 1 which will be suitable for residential development. Such development will also be viable in Flood Zone 2. This is subject to passing the Exception Test and confirmation of flood zones through site survey data. As development is not permitted in Flood Zone 3b, this area could be suitable for open space uses.</p>	
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				<p><u>Air Quality</u></p> <p>Further assessment may be required</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
163	N/A	Hudson House	0.67ha	<p><u>Highways</u></p> <p>Access via Toft Green feasible (level difference); question over suitability of northern access shared with B1 - assessments required and redesign anticipated.</p> <p><u>Design and Conservation</u></p> <p>Bat survey required for buildings. Adjacent to city walls corridor.</p> <p>The site is also adjacent to the city walls, which are a SAM.</p> <p><u>Air Quality</u></p> <p>The site is within 50m of the AQMA and creation of new traffic on Blossom Street/ Nunnery Lane may be a constraint as it is an existing air quality hotspot.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	Not allocated
130	N/A	Land at Acomb Waterworks	2.01ha	<p><u>Highways</u></p> <p>Access feasible via Landing Lane but highway improvements required.</p>	Not allocated

				<p><u>Design and Conservation</u></p> <p>Lagoon has limited interest. Tansy Beetle on river bank otherwise no significant issues.</p> <p><u>Flooding and Drainage</u></p> <p>The site is at high risk of flooding (Flood Zone 3a). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Not considered suitable for residential development due to adjacent uses – water treatment works and RSPCA Dog shelter.</p>	
226	N/A	Site A – Land off Main Street, Nether Poppleton	3.14ha	<p><u>Highways</u></p> <p>Ouse Moor Lane is rural in nature and design; unsuitable for development, unless substantial infrastructure improvements provided; having said that not sustainable in transport terms.</p> <p><u>Design and Conservation</u></p> <p>The majority of the site has been removed after the criteria 1 assessment as it falls within area important for retaining the historic character and setting of the city. The remaining</p>	Not allocated

				<p>site is too isolated from village and not suitable for development.</p> <p>No known biodiversity interest but hedgerow by road is of value as are the trees. May be bat interest. Part of Ouse Corridor.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
227	N/A	Site B – Land off Ouse Moor Lane, Nether Poppleton	0.70ha	<p><u>Highways</u></p> <p>Ouse Moor Lane is rural in nature and design; unsuitable for development, unless substantial infrastructure improvements provided.</p> <p><u>Design and Conservation</u></p> <p>The majority of the site has been removed after the criteria 1 assessment as it falls within</p>	Not allocated

				<p>area important for retaining the historic character and setting of the city. The remaining site is too isolated from village and not suitable for development. Remaining developable area too small and isolated from village</p> <p>Arable land, no known biodiversity interest.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No air quality issues raised</p> <p><u>Noise</u></p> <p>No issues raised</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
298	N/A	Amalgamated sites at Connaught Court Care Home	2.07ha	<p><u>Highways</u></p> <p>Access via St.Oswalds could be technically feasible but highway improvements required. The width of land to connecting parcels appears very limited and is not considered to be suitable for a residential development site.</p>	Not allocated

				<p><u>Design and Conservation</u></p> <p>Site would require buffer with Fulford Park and also roadside trees on St. Oswalds Road. Site also includes a number of TPO'd trees, thereby restricting developable area.</p> <p>Trees of significant interest (tpo'd), fungal interest, good bat foraging corridor linked to adjacent Fulford lngs SSSI.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>Would require further assessment.</p> <p><u>Noise</u></p> <p>Would require assessment as adjacent to A19</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
626	N/A	Land at Brear Close	0.32ha	<p><u>Highways</u></p> <p>Access appears feasible with some improvements required.</p>	Not allocated

				<p><u>Design and Conservation</u></p> <p>The majority of the trees on this site are mature and the woodland contains a number of nesting birds. The land is subject to Area TPO and is unsuitable for development.</p> <p>Likely bat interest.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No issues identified.</p> <p><u>Noise</u></p> <p>No issues anticipated.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
629	N/A	The Retreat, Heslington	4.72ha	<p><u>Highways</u></p> <p>Access to Heslington Road is technically feasible; also pedestrian/cycle access via</p>	Not allocated

		Road	<p>University Road. Local traffic impact could be significant and would need further detailed assessment.</p> <p><u>Design and Conservation</u></p> <p>The site is currently a major developed site within the Green Belt and the preferred use of the site would be that of medical facilities.</p> <p>Any development would be restricted to the extent of existing buildings. The main building is Grade II listed, as are others within the boundary such as the summerhouse and Garrow House. Modifications to such buildings would have to be sympathetic to the preservation of original features.</p> <p>The whole site is within its own Conservation Area and Area of Archaeological Importance, which would restrict any development. Part of the site is designated as Local Park land and it abuts an area of extended green wedge.</p> <p>Not suitable for residential development.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
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648	N/A	Car Parks at Nuffield Hospital	0.63ha	<p><u>Highways</u></p> <p>Not viable to remove hospital car parking. Half of this is already developed and the remaining parking is required for current use. Not suitable for residential development.</p> <p><u>Design and Conservation</u></p> <p>No significant biodiversity interest but tree line may be of some bat foraging interest.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No issues identified.</p> <p><u>Noise</u></p> <p>No issues anticipated.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	Not allocated
649	N/A	Car Park, High New Biggin Street	0.60ha	<p><u>Highways</u></p> <p>Access feasible via St John Street - High Newbiggin Street; scope for some improvements. Site is in current use as an operational car park with no evidence to support its re-</p>	Not allocated

				<p>development. Not considered appropriate for residential development at this stage.</p> <p><u>Design and Conservation</u></p> <p>In landscape terms this could be developed for residential but trees along western boundary to be considered. No significant biodiversity interest.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Not re-submitted and originally identified in a desk-top survey. There is currently no evidence to prove that the site is no longer required as a car park.</p>	
653	N/A	Car Park, Bishopthorpe Road	0.20ha	<p><u>Highways</u></p> <p>Access technically feasible but site is in current use as an operational car park with no evidence to support its re-development. Not considered appropriate for residential development at this stage.</p> <p><u>Design and Conservation</u></p>	Not allocated

				<p>No specific issues raised</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>Site is within AQMA. Further assessment is required.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Not re-submitted and originally identified in a desk-top survey. There is currently no evidence to prove that the site is no longer required as a car park.</p>	
657	N/A	Peel Street / Margaret Street	0.41ha	<p><u>Highways</u></p> <p>Access technically feasible but site is in current use as an operational car park with no evidence to support its re-development. Not considered appropriate for residential development at this stage.</p> <p><u>Design and Conservation</u></p> <p>The site is within the city centre conservation area and area of archaeological importance</p>	No allocated

				<p>as well as adjacent to listed buildings. Any new development would have to be sensitive to the surrounding historic attributes but would not preclude development.</p> <p>The site is adjacent to listed buildings on George Street and St George's Church. It is also within the City Centre Area of Archaeological Importance and has possible major archaeological potential. It is also located within central historic core conservation area.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>Site is within AQMA. Further assessment is required.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Not re-submitted and originally identified in a desk-top survey. There is currently no evidence to prove that the site is no longer required as a car park.</p>	
660	N/A	Land at Marygate	0.5ha	<p><u>Highways</u></p> <p>There are access issues with this site. Improvements to Marygate would be sought. A</p>	Not allocated

			<p>transport statement would be required</p> <p><u>Design and Conservation</u></p> <p>The site forms part of St Mary’s Abbey and is not considered appropriate for residential use. CYC Conservation team recommend that the site should be retained for public use as part of the Cultural Quarter</p> <p>This site is adjacent to the City Art Gallery and 40 Bootham both Grade II listed buildings. It is also adjacent to the City Walls (Grade I) and in proximity of several other listed buildings along Bootham and the head masters house and kings manor.</p> <p>The site contains a bowling green, which CYC leisure Team confirms is no longer in use and it is not part of the PMP PPG17 Study. There is a deficit of outdoor sports facilities within Guildhall ward so existing facilities should be retained or alternative high quality and accessible facilities be provided. It is located within an AQMA and EPU would require any housing to be laid out to avoid exposure to poor air and an assessment of noise from traffic. Design needs to be sensitive to surrounding historic settings and character. The site is considered to be more appropriate for other uses e.g. leisure, culture.</p> <p><u>Air Quality</u></p> <p>Site is within an AQMA and an air quality impact assessment is required.</p> <p><u>Noise</u></p> <p>Noise assessment needed which must consider any proposed development and the various uses contained within it.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be</p>	
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				<p>required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
661	N/A	Marygate Car Park	0.79ha	<p><u>Highways</u></p> <p>Highways Impact Assessment would be required This is a current CYC Car Park so would be parking policy issues and an assessment of parking policy/provision would be required. Not considered suitable for residential development.</p> <p><u>Design and Conservation</u></p> <p>The site is within the City Centre Area of Archaeological Importance so would require further investigation and liaison with CYC archaeological Officer. The site lies within the Central Historic Core Conservation Area and within the vicinity of St Mary's Abbey and several listed buildings so any development proposal would need to respect the adjacent buildings, open spaces, land marks and settings and have regard to local scale, proportion, detail and materials.</p> <p><u>Flooding and Drainage</u></p> <p>High risk of flooding zone 3a (ii) – would require Flood Risk Assessment and mitigation measures. The site is within flood zone 3 so a flood risk assessment would be required</p>	Not allocated

				<p>and mitigation measures if appropriate in liaison with CYC and the Environment Agency.</p> <p><u>Air Quality</u></p> <p>Further assessment would be required</p> <p><u>Noise</u></p> <p>Adjacent to railway line so noise and vibration assessment required.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
624	N/A	MOD land, Fulford	0.21ha	<p><u>Highways</u></p> <p>No specific issues in relation to the remaining developable area.</p> <p><u>Design and Conservation</u></p> <p>Mature trees along Broadway</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Contamination</u></p>	Not allocated

				<p>Due to past industrial (military) activity nearby a desktop study and site investigations will be required</p> <p><u>Air Quality</u></p> <p>Air Quality – Due to nearby air quality issues near the junction of Heslington Lane and Fulford Main Street an assessment of any proposed development will be required to assess potential impact.</p> <p><u>General</u></p> <p>The majority of the site is existing open space and has been ruled out in the criteria 2 assessment. The remainder of the site is not considered suitable for development given the open space use for the rest of the site and the fact that the site is effectively an ‘open island in between Bray Road and Broadway.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
200	N/A	Severus Hill	1.12ha	<p><u>Highways</u></p> <p>Access via Bouthwaite Drive/Winchester Avenue. Further assessment would be required.</p> <p><u>Design and Conservation</u></p> <p>Former service reservoir and water tower. The land in the middle of the site is a SINC site and has been excluded at the Criteria 1 stage. The remaining land is not considered suitable for residential development given its shape, size and contours.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be</p>	Not allocated

				<p>required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No issues raised.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p>	
300	H31	Amalgamated sites, Eastfield Lane, Dunnington	2.51ha	<p><u>Highways</u></p> <p>Eastfield Lane/Church Balk junction - visibility and footway issues; carriageway and footway width/provision on Eastfield needs survey/assessment. Highway improvements would be required.</p> <p><u>Design and Conservation</u></p> <p>No specific issues raised – natural extension to Dunnington village.</p> <p>Possible Great Crested Newts interest. Will require survey.</p> <p><u>Flooding and drainage</u></p> <p>The site is at low risk of flooding (Flood Zone 1). A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p>	Allocated for housing

				<p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Air Quality</u></p> <p>No potential air quality issues identified</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Consent was granted on 21/03/2012 through application 11/03118/FUL for the extension to an existing agricultural storage unit</p>	
318	N/A	Amalgamated Sites at Layerthorpe	0.92ha	<p><u>Residential</u></p> <p>This site is not considered suitable for residential development given its surrounding uses</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>Retail</u></p> <p>Site is contained within an area of mixed uses (with retail including showrooms, garages and trade counters present). The site is located in an out-of-centre location and provision of A1 retail uses on the Site would compete with the City Centre offer, other sui-generis retail uses or ancillary retail associated with a wider master plan /redevelopment of the area should be</p>	Not allocated

				considered against emerging policies within the Local Plan and the NPPF.	
598	N/A	South of Moor Lane, Bishopthorpe	1.46ha	<p><u>Highways</u></p> <p>No specific issues raised</p> <p><u>Design and Conservation</u></p> <p>No specific issues raised</p> <p><u>Flooding and Drainage</u></p> <p>The site is in flood zone 2. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>The site was a previous SHLAA site submitted through the Call for Sites in 2008. The site has not been resubmitted in the 2012 Call for Sites and is in use as a nursery (Brunswick Nurseries).</p>	Not allocated
669	N/A	Amalgamated	0.44ha	<u>Employment</u>	Not

		sites at James Street		Please refer to Deloitte assessment of employment sites in Annex 16 and 17	allocated
138	N/A	York St Johns University Playing Fields	1.72ha	<p><u>Highways</u></p> <p>Frontage strip could be accessed via Windmill Lane. Access to the other remaining plot (after criteria 2 removed – existing open space) would need to be taken across open space.</p> <p>Existing rest stop for Ambulance crews located in building to frontage of the site which we would seek to retain.</p> <p><u>Design and Conservation</u></p> <p>Trees have Tree Preservation Orders and will need assessment. Tree belt likely to be a good foraging corridor for bats.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>General</u></p> <p>Majority of the site has been removed at criteria 2 as existing open space. CYC Active Sport and Leisure team have advised that Sport England would be likely to oppose this scale of loss.</p> <p>The site currently contains 3 senior football pitches and there are currently requests from 2 organisations for pitches in this area, namely the University of York require extra rugby pitches and Fulford Junior Football Club need football pitches. This demonstrates the deficiency in the area.</p>	Not allocated

				<p>The other pitches in the Hull Road area identified through the Open Space Study and Playing Pitch Strategy are mostly school playing fields and are not fully accessible.</p> <p>St John's suggestion to relocate and improve the pitches on Haxby Road still means that there will be an overall loss to the city as the Haxby Road site is already used for pitches.</p> <p>In addition, the site on Hull Road has a Community Use Agreement through the David Lloyd application and this introduces legal issues related to their loss, not just planning ones.</p>	
700	N/A	Amalgamated sites at Monks Cross Shopping Park	0.85ha	<p><u>Residential</u></p> <p>This site is not considered suitable for residential development given its surrounding uses. The site lies within the existing Shopping Park.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>Retail</u></p> <p>Further retail development at Monks Cross has the potential to undermine the role and function of the retail within the City Centre. Further detailed assessment will be required in line with NPPF and the emerging Local Plan.</p>	Not allocated