



YORK

CITY OF YORK  
LOCAL PLAN  
Preferred Sites Consultation  
July 2016



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# 1 INTRODUCTION

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## 1.1 Background

City of York Council is preparing a Local Plan for York, which sets out the spatial vision for the city for the next 15 years and the green belt boundaries beyond this time period. This process requires us to understand what the key drivers of change for the city are and how we would like to see York in the future. Its main function is to help direct and manage different development across the city whilst simultaneously supporting economic prosperity, promoting a sustainable environment and creating an inclusive place to live.

## 1.2 The Emerging Local Plan

We consulted on the Preferred Options Local Plan<sup>1</sup> and its supporting evidence base documents<sup>2</sup> in summer 2013. The Local Plan set out our spatial strategy for the city which included identifying housing and employment growth as key drivers to change and environmental spatial shapers which help make York a unique place.

Through the Preferred Options Local Plan consultation we received a huge response from the public as well as developers/consultants to help us shape the plan including some proposals for additional sites or modifications to sites included allocations on the Proposals Map.

Following this we held a Further Sites Consultation (Summer 2014)<sup>3</sup>, which showed the results of testing the suggested modifications and new sites received against the site selection methodology and with relevant technical officers. This consultation also received a high number of responses..

The Preferred Options and Further Sites Consultations helped to develop a portfolio of sites to meet the identified housing and employment needs of the city for the Publication Draft Local Plan. The Local Plan Publication draft was taken to Members of the Local Plan Working Group and Executive in September 2014, who voted to take the draft Plan out to public consultation. However, this plan was halted by Members from progressing to consultation following a motion at a Full Council Meeting on 9th October 2014 to review the overall housing requirements included in the plan.

Since 2014, we have been updating our evidence base in line with the agreed motion. This has included taking further papers to Members of the Local Plan Working Group in September 2015 in relation to the overall housing and employment requirements for York.

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<sup>1</sup> [https://www.york.gov.uk/downloads/download/1268/local\\_plan\\_preferred\\_options\\_main\\_documents](https://www.york.gov.uk/downloads/download/1268/local_plan_preferred_options_main_documents)

<sup>2</sup> [https://www.york.gov.uk/downloads/download/1197/local\\_plan\\_preferred\\_options\\_supporting\\_documents](https://www.york.gov.uk/downloads/download/1197/local_plan_preferred_options_supporting_documents)

<sup>3</sup>

[https://www.york.gov.uk/downloads/download/1133/further\\_sites\\_consultation\\_report\\_2014\\_and\\_technical\\_appendices](https://www.york.gov.uk/downloads/download/1133/further_sites_consultation_report_2014_and_technical_appendices)

### **1.3 Purpose of this consultation**

This document presents updated evidence in relation to both housing and employment needs and also presents a revised portfolio of sites to meet those needs based on further technical assessment, as set out in the methodology section of this report. We would like to have your views on these changes to help to us decide where the city should provide potential development in the future and to inform the Publication Draft Local Plan later this year. In this consultation we are seeking your views on these proposals.

### **1.4 How to respond to this consultation**

This consultation runs between 18<sup>th</sup> July and 12<sup>th</sup> September 2016.

There are a number of ways for you to let us have your views. You can:

- Complete an online form via our Current Consultation webpage: [www.york.gov.uk/consultations](http://www.york.gov.uk/consultations)
- Complete a response form and return it via:
  - Email: localplan@york.gov.uk
  - Post: Freepost RTEG-TYYU-KLTZ  
Planning and Environmental Team  
West Offices  
York  
YO1 6GA

Further information is available on our website: [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan)

## 2 DRIVERS FOR CHANGE

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### 2.1 Background

The key drivers in York are housing and employment growth. The Local Plan needs to identify what these are and how they will be addressed over the lifetime of the Plan.

The Local Plan Publication draft was halted at full Council on 9<sup>th</sup> October 2014 Members in favour of reviewing the housing requirements included within the Plan.

Following this motion, further work on housing and employment requirements have been undertaken to take account of the latest Government statistical releases and updates to the evidence base. In addition, further work around determining a permanent Green Belt for York has been undertaken. This section summarises the outcomes of this work.

### 2.2 Housing Requirements

A key objective of the National Planning Policy Framework (NPPF) is to ‘*boost significantly the supply of housing*. It requires that Local Planning Authorities identify the objectively assessed need for market and affordable housing in their areas, and that Local Plans translate those needs into land provision targets. Like all parts of a development plan such housing targets should be informed by robust and proportionate evidence.

Paragraph 17 of NPPF sets out a set of core land-use planning principles which should underpin both plan-making and decision-taking. This includes the following:

*“Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities”.*

Paragraph 47 of NPPF states that local planning authorities should:

*“ use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period”.*

The NPPF is clear that Local Plans should provide land to meet their objectively assessed need in full, in so far as their area has the sustainable capacity to do so stating *that*:

*“Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*

*specific policies in this Framework indicate development should be restricted*.

Paragraph 47 of the NPPF also advises Councils to identify sufficient land annually to meet a 5-year supply of deliverable sites against their housing requirement.

Further guidance is provided in National Planning Practice Guidance (NPPG) published in March 2014 and by the Planning Advisory Service in their 'Objectively Assessed Need and Housing Targets', Technical Advice Note, July 2015. Both these documents reinforce and support the approach set out in the NPPF.

In September 2015 a report was considered by the Local Plan Working Group on the issue of housing need. Its purpose was to provide an update on work relating to the Objective Assessment of Housing Need (OAHN) produced by consultants Arup to inform the emerging Local Plan. Members of the Working Group were invited to consider this evidence on the objective assessment of housing need to provide the starting point for determining the amount of housing land required to be identified in the Plan.

The report concluded that the 2012-based sub national household projections (SNHP) published on 27<sup>th</sup> February 2015 represented the most up to date household projections and NPPF and NPPG make it clear that these projections should be used as the starting point for assessing housing needs. However the NPPG maintains that '*plan makers may consider sensitivity testing specific to their local circumstances based on alternative assumptions in relation to the underlying demographic projections and household formation rates*'.

Across the period from 2012 to 2031 (the plan period at that the time of the report) the 2012 based SNHP suggest that the number of households in York is expected to grow by 14,404 dwellings (17%) to 98,651 in total. This equates to an annual average growth rate of approximately 758 dwellings based on 19 financial/monitoring years (which run from 31<sup>st</sup> March to 1<sup>st</sup> April) from the Plan start date of 1<sup>st</sup> April 2012 to 31<sup>st</sup> March 2031. Financial/monitoring years rather than calendar years were used to align with the housing trajectory to be prepared for the emerging Local Plan as housing completion data and consents data is also collated on a financial year basis.

### **Strategic Housing Market Assessment (SHMA) 2016**

In Autumn 2015 the Council commissioned GL Hearn jointly with Ryedale, Hambleton and the North York Moors National Park Authority to undertake a Strategic Housing Market assessment (SHMA). This is a study which aims to provide a clear understanding of housing needs in the City of York area. It considers housing market areas, and the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period.

The main SHMA report produced by GL Hearn is provided as one of the supporting papers to this Preferred Sites Consultation. In summary the report concludes the following:



## Housing Market Area (HMA)

There are clearly a complex set of relationships across the North Yorkshire area however the balance of evidence suggests that the three main commissioning authorities (York, Hambleton and Ryedale) operate in slightly different but overlapping HMA's.

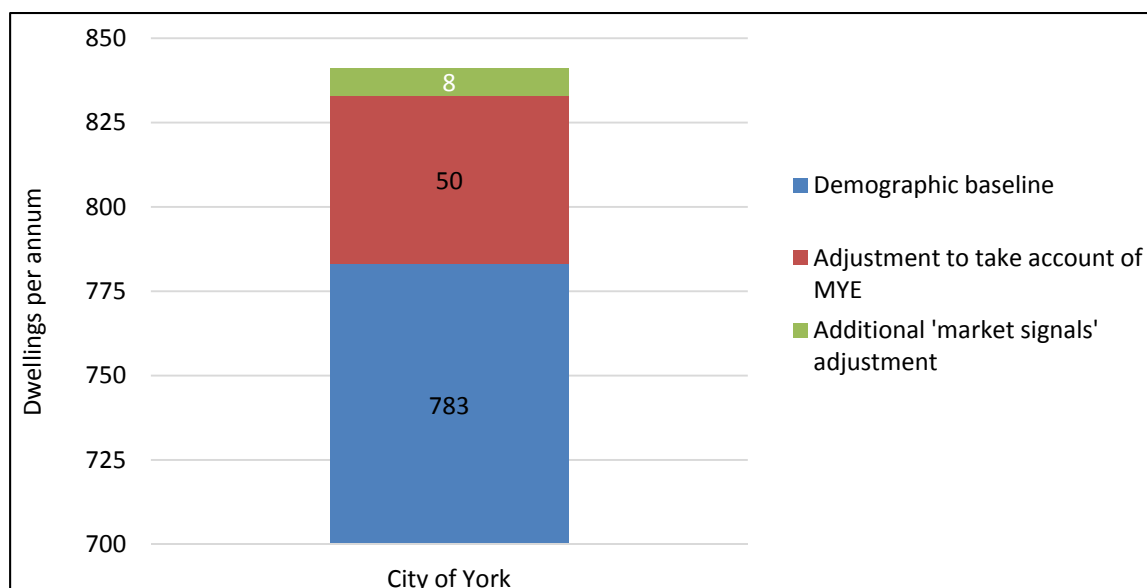
Analysis of both migration and travel to work patterns indicate York is very self-contained but is strongly linked to Selby. In travel to work terms York has a strong influence in the immediate surrounding districts particularly Selby, the southern part of Hambleton and the eastern parts of Ryedale and East Riding.

GL Hearn conclude that the evidence supports three separate HMAs but that it is important to recognise overlaps between authorities and markets. York and in particular Selby and the east of Ryedale and south of Hambleton has quite a strong relationship. Similarly Leeds influence is likely to extend into the western periphery of York and Hambleton area. In the context of Duty to cooperate the authorities should continue to engage on strategic housing issues.

## Overall Housing Need

Taking account of more recent migration (Mid Year Population Estimates 2013 and 2014, ONS<sup>4</sup>) and improvements to household formation rates for younger households (25-34 yr age group), the SHMA draws the conclusion on the overall full objectively assessed need for housing over the 2012 to 2032 period to be 841 dwellings per annum. The breakdown of this figure is illustrated in fig 1 below. This figure includes the provision of affordable homes as part of the overall housing delivery. Further details on the components of this figure are provided in the main SHMA report (Section 4 – Demographic Projections)

**Figure 1: Composition of per annum Housing Needs in the City of York (2012-2032)**



Source: Derived from demographic projections

<sup>4</sup> Office for National Statistics

## Affordable Housing Need

The main SHMA report includes an assessment of the number of households each year who require some form of subsidy in meeting their housing needs. This is assessed using the Basic Needs Assessment Model and is a statutory requirement to support policies seeking affordable housing in new developments.

The SHMA analysis indicates that 573 net additional households per year will require support in meeting their housing needs (using a 30% income threshold). It is not appropriate to compare the need identified in the analysis with the demographic projections – they are calculated in different ways. The identified need for affordable housing also includes existing households who need alternative size or tenure of accommodation but would release their current home for another household by moving.

Policies for what proportion of homes should be affordable need to take account of evidence both of housing need and the viability of residential development. This work on viability and deliverability against the policies in the emerging Local Plan will be undertaken to inform the revised Publication Draft Local Plan to be brought to members of the Local Plan Working Group later in 2016.

## Conclusions on Housing Mix

In addition to considering the overall need for housing the SHMA considers what types and sizes of homes – both market and affordable – will be needed. The SHMA identifies that there is a need for a mix of house sizes across the City. The conclusions drawn take account of how the structure of the population and households are expected to change over the plan period to 2032 and how people occupy homes. In terms of size mix the report concludes that the following (Table 1) represents an appropriate mix of affordable and market homes at a city wide level.

**Table 1: Need for Different Sizes of Homes across York**

	1-bed	2-bed	3-bed	4+ bed
Market	5-10%	35-40%	35-40%	15-20%
Affordable	35-40%	30-35%	20-25%	5-10%
All dwellings	15%	35%	35%	15%

Source: Derived from Housing Market Model

This analysis is aimed at the strategic policy level and it is recognised that there will be a range of factors that will influence demand for different sizes of homes over time, including demographic changes, affordability and wider economic performance.

## **SHMA Addendum – Implications of the 2014 based Sub National Population Projections released 25<sup>th</sup> May 2016**

On the 25<sup>th</sup> May 2016 ONS published a new set of (2014-based) sub national population projections (SNPP). These projections were published too late in the SHMA process to be incorporated into the main document however GL Hearn have produced an addendum to the main SHMA report (published as a supporting document to this Preferred Sites Consultation Document) which briefly reviews key aspects of the projections and highlights what level of housing need is implied by the new information.

The full analysis is set out in the SHMA Addendum published to support this paper however in summary the 2014 based SNPP show a higher level of population growth than suggested by the 2012 based versions or the main projection developed in the SHMA (Main Report). However due to differences in the age structure there is not a direct link between the differences in population growth and household growth/housing need. Modelling the 2014 based SNPP in a consistent manner to the SHMA (and including a 'market signals adjustment) suggests a need for some 898 dwellings per annum in the 2012 to 2032 period – this is about 7% higher than derived in the main SHMA – a need for 841 dwellings per annum.

However as identified in the report there are some concerns relating to historic growth within the student population and how this translates into SNPP projections. This looks to be a particular concern in relation to the new 2014 based SNPP where there is relatively strong growth in some of the student age groups when compared to the previous 2012 projections (which looks to be sounds for those age groups). Some consideration has been given by GL Hearn to longer term dynamics although they caveat this to recognise that the evidence suggests some shift in migration patterns over the more recent years. A 10 year migration trend sensitivity test ( as used in the main SHMA report) using the latest available evidence calculates a need for 706 dwellings per annum, although as noted in the report this does not fully reflect some of the more recent trends. GL Hearn recommends that this is not an appropriate starting point for which to assess housing need although it is useful to help identify the bottom end of a reasonable range.

Given that the main SHMA document identifies an objectively assessed need for 841 dwellings per annum which sits comfortably within this range set out in the SHMA addendum (706 to 898 dwellings per annum), it is recommend by GL Hearn that the Council do not need to move away from this number (841) on the basis of the newly available evidence published by ONS – particularly given concerns about the impact of student growth in the 2014 based SNPP and also longer terms trends not reflecting the most recent trends.

GL Hearn conclude in the addendum that other aspects of the main SHMA report are relatively unaffected by the new 2014 based SNPP; the level of affordable need would be projected to increase slightly (due to differences in projections being focussed on age groups from which households would be expected to form); the mix of housing (by size) changes slightly, but not enough to change the conclusions of the main SHMA and finally the need for accommodation for older persons is projected to be slightly lower than in the SHMA (although again differences are fairly minor).

## Housing Need in the Post Plan Period (2032-2037)

The SHMA work undertaken by GL Hearn covers the plan period 2012 to 2032. Previous advice from Arup as part of the work on the Objective Assessment of Housing Need has advised on housing need requirements for the post plan period (post 2032). As detailed in the report to Local Plan Working Group in September 2015 Arup advise using the annual average from the 2012-based CLG household projections for the years 2032 to 2037. This equates to an annual figures of 660 pa. This would lead to a requirement of 3300 dwellings.

### 2.3 Gypsy and Travellers and Travelling Showpeople

Paragraph 4 of the *National Planning Policy Framework (NPPF)* makes it clear that local planning authorities should consider the Government's *Planning Policy for Traveller Sites (PPTS)* in conjunction with the *NPPF*, when preparing plans or making decisions on Travellers sites in their area. The *PPTS* was first published in 2012 and updated in August 2015. The *PPTS* makes it clear at paragraph 3 that the Government's overarching objective is to ensure fair and equal treatment for gypsies and travellers, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. To deliver this it has established seven policies in the *PPTS*. In addition it sets out how the planning system defines gypsies, travellers and travelling showpeople:

For the purposes of planning policy, gypsies and travellers are defined in the *PPTS* Annex (2015 update) as being:

*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*

In determining whether persons are gypsies and travellers for the purposes of the *PPTS*, consideration should be given to the following issues amongst other relevant matters:

- a) *whether they previously led a nomadic habit of life*
- b) *the reasons for ceasing their nomadic habit of life*
- c) *whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.*

Travelling showpeople are defined by the *PPTS* as being:

*Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.*

City of York Council has commissioned consultants to undertake an update of the Gypsy and Traveller Accommodation Assessment undertaken in 2014 to take account of the revised definition and to assess the implications that this may have on emerging

Local Plan in relation to providing for the need of the gypsy and travellers. In the aborted Publication Draft Local Plan (2014) two sites were identified for Gypsy and Travellers:

- GT1: Land at Moor Land and B1224 Rufforth; and
- GT2: Acres Farm Naburn.

In addition the following site was identified for travelling showpeople:

- SP1: The Stables Elvington.

Although the work on need has not yet being finalised these sites have been considered as a part of this process.

## **2.4 Employment Requirements**

### **Employment Land Need**

The National Planning Policy Framework (NPPF) provides a clear position on the need to build a strong competitive economy. In respect of Local Plans it states at paragraph 21 of the guidance the Plan should: -

- set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth; and
- set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period.

This reflects the overarching policy in NPPF (paragraph 14) of meeting the objectively assessed need for development in the Plan area.

The practice guidance which accompanies the NPPF provides a framework for assessing the need for employment land. It refers to the use of both quantitative and qualitative information; and sectoral and employment forecasts to help understand the demand for land along with analysis of the supply of land.

The Council have produced an Employment Land Review 2016 (ELR) available as part of this consultation. The study brings together evidence on the demand for and supply of employment land.

In summary, demand has been calculated using a well established method of converting econometric forecasts into floorspace/employment land. The starting point for this was job growth forecasts by Oxford Economics wherein the baseline scenario for York forecast a growth of 10,500 jobs over the period 2014-2031. Two further scenarios were considered; scenario 1 – higher migration and faster UK recovery, which identified an additional 4,900 jobs above the baseline over the same period and scenario 2 – re-profiled sector growth which identified 500 additional jobs above the baseline.

The Council feels it is important to plan for scenario 2 as it reflects the economic policy priorities of the Council to drive up the skills of the workforce and encourage growth in

businesses which use higher skilled staff. Table 2 shows the resulting job growth by sector for scenario 2. The figures are based on OEs forecasts adjusted to include actual changes in jobs for the period 2012 to 2014.

**Table 2: Job Growth by Sector**

<b>Sector</b>	<b>Scenario 2 2012-31</b>
Agriculture, forestry & fishing	-135
Mining and quarrying	0
Manufacturing	-1,231
Electricity, gas, steam and air	-82
Water supply	-89
Construction	1,353
Wholesale & retail trade	2,412
Transportation & storage	687
Accommodation & Food	1,847
Information & Communication	1,169
Financial and insurance	-448
Real estate	934
Professional, scientific & tech	2,945
Admin & Support	1,933
Public Admin & Defence	-587
Education	-150
Health & Social Work	1,212
Arts, Entertainment & Recreation	472
Other service activities	757

The conversion of job growth into land requirements can be broken down into the following component parts:

- converting forecasts to full-time equivalent jobs
- allocating jobs by use class sector;
- converting jobs to floorspace based on employment densities for different uses; and
- factoring in vacancy (at a standard rate of 5%).

Table 3 shows the resultant floorspace demand between 2012-2031.

**Table 3: Floorspace Demand 2012 -2031**

Use Class	<b>Scenario 2 2012-31</b>			
	<b>Floorspace (m2)</b>	<b>With 5% vacancy</b>	<b>Land (Ha)</b>	<b>With 5% vacancy</b>
B1a	51,887	54,481	8.6	9
B1b	7,541	7,918	1.9	2

Use Class	Scenario 2 2012-31			
	Floorspace (m2)	With 5% vacancy	Land (Ha)	With 5% vacancy
B1c	5,570	5,849	1.4	1.5
B2	-18,746	-19,683	-4.7	-4.9
B8	56,359	59,177	11.3	11.9
D2	16,186	16,995	4	4.2
<b>Total<sup>5</sup></b>	<b>137,543</b>	<b>144,420</b>	<b>27</b>	<b>29</b>

However, whilst the evidence base was commissioned to project to 2031, the plan period has adjusted to 2032. In addition as York is setting detailed Green belt Boundaries for the first time it is also important to consider the period up to 2037 to provide an enduring Green Belt; a requirement of the NPPF. Furthermore it is important to factor in completions between 1<sup>st</sup> April 2012 – 31<sup>st</sup> March 2016 and the need for flexibility (2 year land supply is allowed).

Factoring in the elements highlighted an overall employment land supply requirement of 33.3 hectares of B use employment land is identified between 2016-2037. This is highlighted in Table 4 below.

**Table 4: Employment land requirements 2016-37 (Inc. 5% vacancy and change of supply 2012-2016)**

Use Class	Scenario 2 2016-32*		Scenario 2 2032-37*		Scenario 2 Total 2016-2037*		Scenario 2 Total 2016-2037 (plus 2 years)	
	Floorspace (m2)	Land (Ha)	Floorspace (m2)	Land (Ha)	Floorspace (m2)	Land (Ha)	Floorspace (m2)	Land (Ha)
B1a	52,560	8.4	12,310	2.1	64,870	10.5	71,049	11.4
B1b	7,467	2	1,644	0.4	9,111	2.4	9,978	2.7
B1c	6,149	1.5	1,435	0.4	7,584	1.9	8,306	2.0
B2	0 (-20,719)	0 (-5.2)	0 (-5,260)	0.0 (-1.3)	0 (-25979)	0.0 (-6.5)	0	0.0
B8	62,292	12.5	15,705	3.2	77,997	15.7	85,425	17.2
<b>B uses sub-total</b>	<b>128,468</b>	<b>24.4</b>	<b>31,094</b>	<b>6.0</b>	<b>159,562</b>	<b>30.4</b>	<b>174,758</b>	<b>33.3</b>
D2	9,434	2.2	4,398	1.1	13,832	3.3	15,149	3.6

D2 uses (such as nightclubs, cinemas, music halls, bingo etc) are generally found in city centre or other sustainable locations. They will be covered by a policy in the

<sup>5</sup> Totals only include positive land requirements, so exclude any projected negative demand for B2.

Publication Draft Local Plan but it is not our intention to allocate specific sites for this use.

## 2.5 Green Belt

### National policy context and legal advice

The emerging Local Plan will set York's detailed green belt boundaries for the first time guided by the NPPF.

NPPF states that Local Authorities with green belts in their areas should establish green belt boundaries in their local plans which should only be altered in exceptional circumstances. Importantly, the Plan should accommodate development needs stretching well beyond the plan period and LPAs should "satisfy themselves that green belt boundaries will not need to be altered at the end of the development plan period." (NPPF Para 85)

Policies relating to the general extent of a green belt around York were expressly excluded from the revocation of RSS. These policies set out the main purpose of a green belt surrounding York, which is to: "...protect and enhance the nationally significant historic and environmental character of York, including its historic setting, views of the Minster and important open areas." (RSS Policy Y1: York sub area)

Counsel's latest advice on the issue of green belt permanence (*John Hobson QC Jan 2015*) refers to NPPF guidance, in particular the need for consideration to be given to the development needs of the area, both within the plan period and the longer term. If land is left within the green belt that would be contrary to the overriding requirement of permanence, because it is known that further development land will be needed to meet future development needs.

In respect of the duration of the green belt, a minimum of 20 years reflects longstanding advice and best practice. In January 2000 the COYC received an interim view from its Local Plan Inspector on the Plan's proposed Green Belt boundary. The Inspector advised that the Council's position – to establish a 'non-permanent' or 'interim' green belt, and undertake a formal green belt review immediately after the Plan's adoption - ran contrary to government guidance which states that Green Belts should be 'permanent', importantly advocating that they remain unchanged for at least 20 years

### Local Plan Preferred Options position

The preferred options consultation draft of the Local Plan and the (subsequently abandoned) publication draft that was considered by Cabinet on 25<sup>th</sup> September 2014 included a policy and allocations of safeguarded land. This land is intended as a reserve for considerations for development at the time of a subsequent Plan review. Its purpose is to help ensure that the Green Belt as defined in the Local Plan endures beyond the Plan period.

There has been considerable debate about both the need for such land to be designated and the duration of a 'permanent' green belt. The preferred options draft Local Plan and the subsequent publication draft sought to apply the national and saved regional policies in setting out the extent of the Green Belt and identifying a reserve of



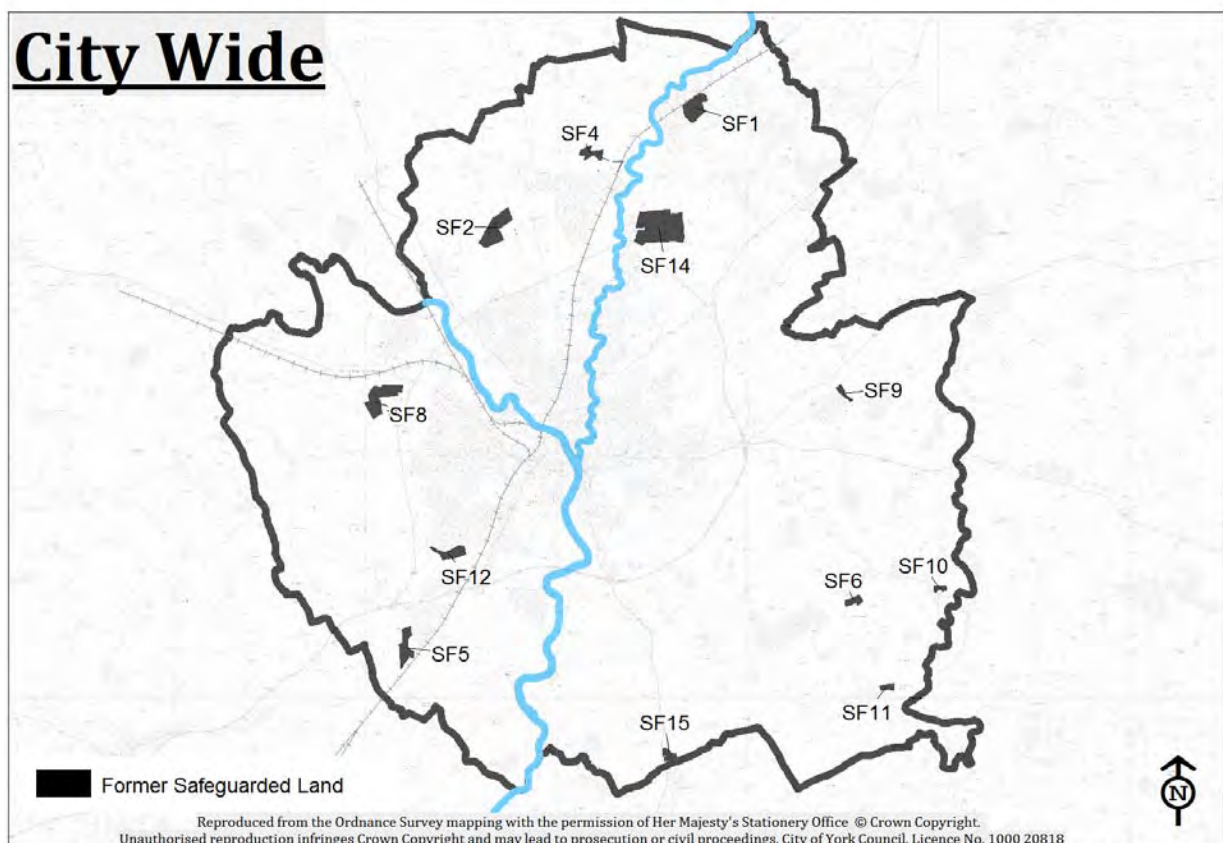
safeguarded land to ensure that the Green Belt boundary was capable of enduring beyond the Plan period for 10 years. This was to ensure that the Plan was fully NPPF compliant and to reduce the risk of challenge.

### Local Plan Publication – emerging position

This document seeks to identify sufficient land to accommodate York’s development needs across the plan period, 2012-2032. In addition, the Plan provides further development land to 2037 (including allowing for some flexibility in delivery) and establishes a green belt boundary enduring 20 years.

In addition, safeguarded land is no longer designated. Figure 2 shows the safeguarded land previously identified in the aborted Publication Draft Local Plan) rather several of the Strategic Sites identified in the document have anticipated build out time beyond the fifteen year plan period. This ensures that we can meet long term development needs stretching well beyond the plan period and that green belt boundaries will not need to be altered at the end of the plan period.

**Figure 2: Former Safeguarded Land**



## 3 METHODOLOGY

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The assessment methodology used to assess the sites included within this document has followed a two stage process.

### 3.1 Stage 1 methodology

The aborted Local Plan Publication Draft (2014) included a portfolio of housing and employment sites which were supported by a Site Selection report. These sites were selected using the methodology set out in the Site Selection Report (2014) which was based on the plans spatial strategy. The sites had all been tested against the site selection methodology which is based on a 4 stage criteria based approach as follows:

Criteria 1: Protecting environmental assets (including Historic Character and Setting, Nature Conservation, Green Infrastructure assets and functional floodplain)

Criteria 2: Protecting existing openspace

Criteria 3: Avoiding areas of high flood risk (Greenfield sites in flood zone 3a)

Criteria 4a: Sustainable access to facilities and services

Criteria 4b: Sustainable access to transport.

The site threshold for sites is 0.2 hectares and above. Any sites over 5 hectares are considered to be a Strategic Sites. For these strategic sites the proformas included within this document include relevant planning principles detailing issues that must be addressed as part of the development of the sites including access, ecology, and green infrastructure.

Any sites which passed criteria 1-4 were discussed with relevant technical officers for more detailed consideration regarding their potential for development.

The sites included within the aborted Publication Draft Local Plan (2014) which had passed the Site Selection Methodology were therefore used as the starting point for the preferred sites assessment set out in stage 2 below.

### 3.2 Stage 2 methodology

Since the Local Plan Publication draft was taken to Members in autumn 2014, evidence base for the city has progressed. We therefore wanted to take further evidence base considerations into account when deciding on our preferred sites and preferred boundaries for potential allocations. Consequently, we have taken the following into consideration, which has contributed to determining the revised portfolio of sites in this consultation:

#### Updated sustainability criteria

We have updated our access to services and transport information to a baseline of February 2016 as part of the Sustainability Appraisal. This includes information on the location of GP surgeries, convenience shops/ supermarkets, nurseries/ schools and openspace across the city. We have also updated the frequent and non-frequent bus routes, park and ride locations and cycle routes.

## Updated Technical Officer Comments

Sites were discussed with relevant technical officers to understand whether anything had changed in relation to the site appraisal.

### Transport

In addition to the access to transport criteria used in stage 1 of the site selection methodology, we also looked at additional criteria to supplement this based on the location of the site. This included considering congestion on radial routes at peak hours, the capacity of existing highway infrastructure, understanding the proximity of sites to a commercial bus routes and the ability to extend a transport routes directly into the site.

### Education

The stage 1 methodology assesses proximity to educational facilities (nursery, primary and secondary, higher educational establishments), but does not give information in relation to whether these facilities could accommodate new pupils. Therefore, we have additionally looked at the potential for existing facilities to accommodate new pupils, whether they have the capability to increase capacity subject to the necessary financial contributions or whether new facilities would be required as a result of development.

### Openspace

As part of the stage 1 site selection methodology we assess how many openspaces the site has access to and score sites according to the number of open space types they have access to openspaces. In this stage 2 process we have considered the overall open space deficiency in the Ward where the site is located. This has allowed us to understand where provision is less adequate and consider whether new sites could create an opportunity to increase provision in the area.

### Agricultural Land Classification

Paragraph 112 of the National Planning Policy Framework (NPPF) states that “*Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land..[and] should seek to use areas of poorer quality land in preference to that of higher quality*”. The National Policy Guidance (NPPG) also offers further guidance on site housing and employment assessments stating that landscape features should be included within the assessment.

We have assessed the sites in terms of their agricultural land value to help understand where sites are identified on best and most versatile land. These are categorised as follows:

- Grade 1: Excellent
- Grade 2: Very Good
- Grade 3: Good/Moderate
- Grade 4: Poor
- Grade 5: Other land primarily in non agricultural use
- Urban: Primarily in urban use.

## Sequential Flood Risk

The NPPF states that “New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change” (Para 99). This is expanded through Para 100 wherein it states that “inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere”. Furthermore the NPPG states through the guidance for housing and employment sites that physical limitations or problems should be considered through the suitability assessment, including flood risk.

Stage one of the site selection methodology excludes sites within the flood plain (Flood Zone 3b) and greenfield sites which were located in the next high risk flood zone (Flood Zone 3a).

Given that flood risk is a key constraint in York and the importance of ensuring this risk is not exacerbated through further development, through this second stage of the suitability assessment we have also considered the potential sites by flood risk zone. This is in line with the sequential approach to flood risk set out in the Strategic Flood Risk Assessment (SFRA, 2013) and in NPPF.

The flood zones are categorised in the SFRA as follows:

- **Flood zone 1:** Less than 1 in 1000 annual probability of flooding in any year (<0.1Percent)
- **Flood Zone 2:** Between 1 in 100 and 1 in 1000 annual probability of flooding in any year (1Percent to 0.1Percent)
- **Flood Zones 3a:** Areas between 1 in a 100 and 1 in 25 annual probability of flooding in any year (1 to 4 Percent)
- **Flood Zone 3b:** Annual flood risk probability up to 1 in 25 year (4%) or greater.

## Green Belt Appraisal

York is one of only several authorities where a draft Green Belt was identified for the purposes of conserving the historic character and setting of the city. Whilst the general extent of the draft Green Belt was identified in the former RSS and is retained as applicable policy for York, the emerging Local Plan will be setting detailed Green Belt boundaries for the first time.

In order to understand where the Green Belt boundary should be set, work is ongoing to look at the parcels of land around York to understand their significance and contribution against the Green Belt purposes, as set out in NPPF.

### 3.3 Estimated Yield for potential sites

The estimated yield of sites has been calculated by first applying a relevant net to gross ratio depending on the sites location to determine a net developable area. This ranges from 95% of a small site to 70% of larger strategic sites. These net to gross ratios were determined as part of the City of York Local Plan Area Wide Viability Study (2014) (LPVS) and are shown in table 5. An indicative average density has then been applied to the developable area to determine the yield. The densities have been broken down by reference to the nature of development likely to take place in

different parts of the city and have been based on the densities used in the LPVS and Policy H2 of the aborted Publication Draft local Plan. Please see figure 3 below showing the density zones.

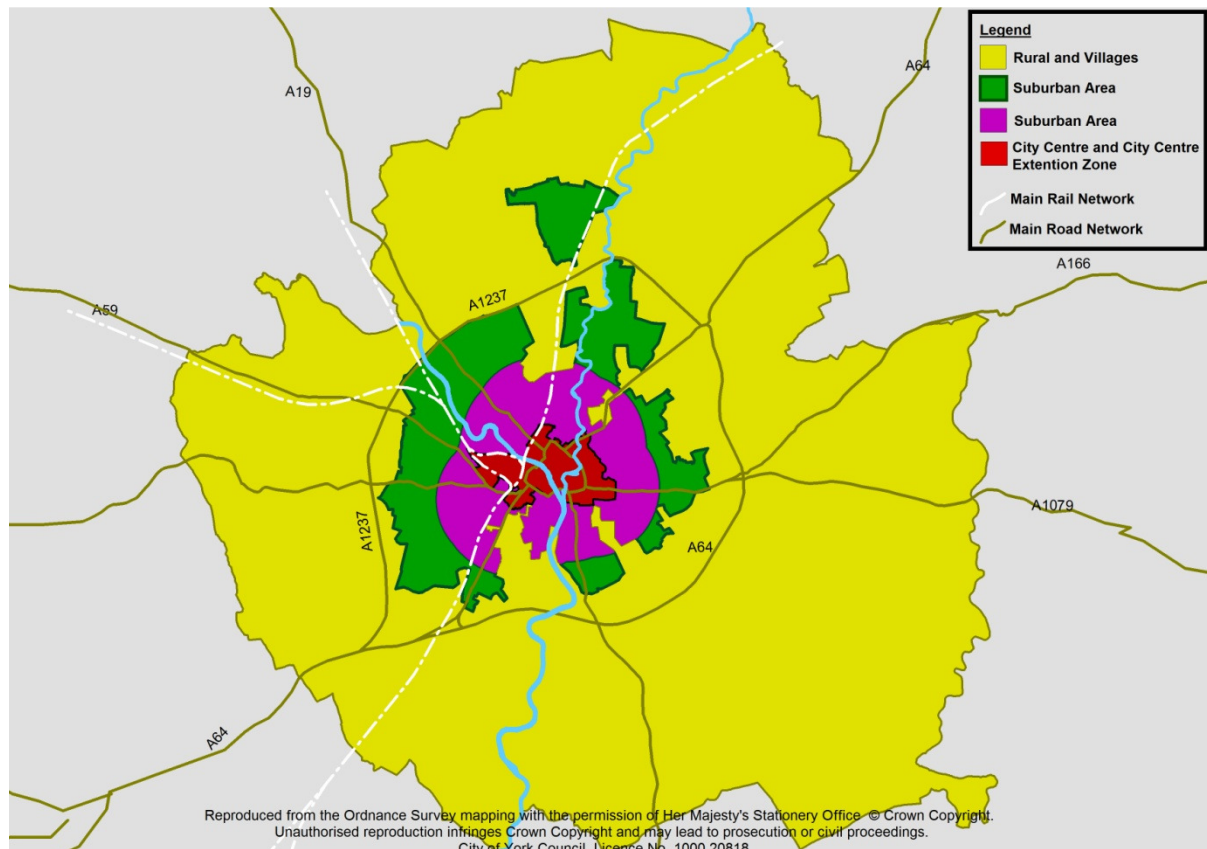
The work on viability will be updated for the Publication Draft Local Plan later in 2016.

**Table 5: Residential Archetypes**

Area	Site Type	Gross Site Size (ha)	Gross : net ratio	Density (dph - dwellings per ha)
City Centre/City Centre Extension	Large	1ha+	95%	100
	Medium	0.5ha	100%	100
	Small	0.2ha	100%	100
Urban	Large	1ha+	95%	50
	Medium	0.5ha	100%	50
	Small	0.2ha	100%	50
Suburban	Large	4ha	70%	40
	Medium	1ha	95%	40
	Small	0.2ha	100%	40
Village/Rural	Large	5ha	70%	35
	Medium	1ha	95%	35
	Small	0.2 ha	100%	35

Source: Local Plan Viability Study, Peter Brett Associates (2014)

**Figure 3: Density Zones**



## 4 THIS CONSULTATION

This section presents the outcomes of the further assessment of sites and we would like your views on these potential sites and site boundaries. Section 4.2 sets out the results as follows:

1. Sites potentially identified as allocations; and
2. Sites previously included in the plan but not currently identified as allocations

### The Consultation Documents

There are several documents out to consultation with this report that have helped us to reach the position, which may be of interest to you. These are:

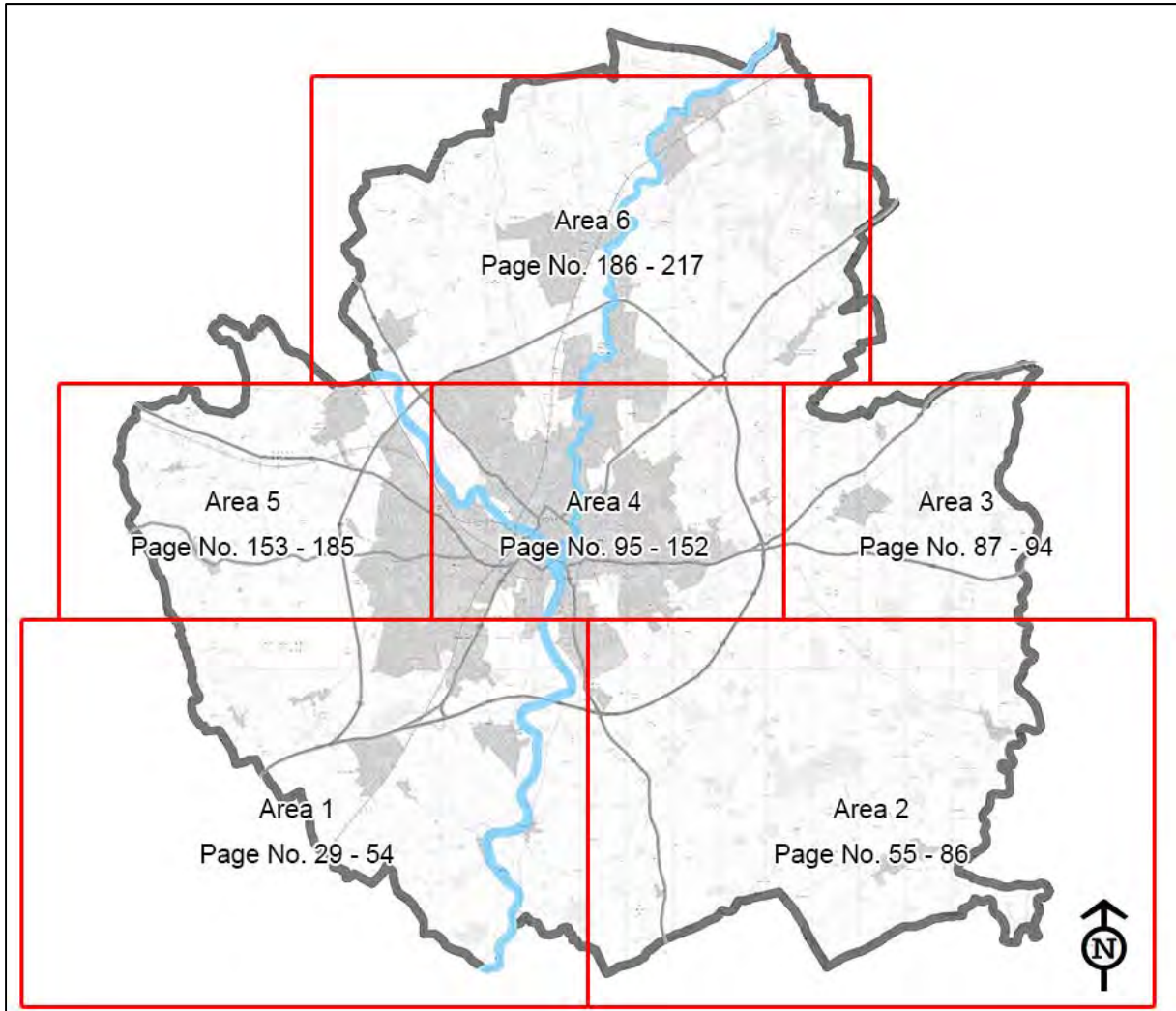
Document	What does it contain?
<b>Preferred Sites Consultation Report</b>	This document – Please read to find out information on all potential sites being consulted on through this Preferred Sites Consultation including potential housing and employment sites and sites that have been removed since the aborted Publication Draft Local Plan (2014)
<b>Windfall Allowance Technical Paper</b>	This sets out an analysis of housing windfalls within the York and what the Council's future approach to windfalls in the Local Plan will be.
<b>Strategic Housing Market Assessment (SHMA) and Addendum</b>	Information on the housing market in York, including the overall demand for different types of housing.
<b>Employment Land Review (ELR)</b>	This paper sets out an analysis of York's economy and the demand for employment land in the future. It also includes an assessment of the potential supply of sites to meet demand.
<b>Sustainability Appraisal (Preferred Sites Interim SA)</b>	This appraises each site for its relative sustainability against a set of York based criteria to understand whether it will meet the objectives for sustainable development.
<b>Local Development Framework</b>	This gives a detailed programme of delivery for the Local Plan and related documents with key milestones identified

### Finding sites you may be interested in

We have split the city into 6 areas to make it easier to find sites which you might be interested in. Please see Figure 4 for a guide to the areas:

See section 4.1 and 4.2 of this report for more information on each of the sites in these areas.

**Figure 4: Map showing split of areas across the city**



## 4.1 Portfolio of potential sites summary

The following tables summarise the sites which we have identified as having potential for allocation in the emerging Local Plan. Further detail on those sites which have been removed between Local Plan Publication draft (2014) and this consultation are set out in section 4.2 under each applicable area.

**Table 6: Potential Strategic Housing Allocations**

<b>Potential Strategic Housing Allocations</b>							<b>Consultation zone</b>	<b>Page Number</b>
	<b>Publication Draft</b>			<b>Revised Capacity</b>				
<b>Site Name</b>	<b>Site Size</b>	<b>Total dwellings</b>	<b>Total dwellings plan period</b>	<b>Site Size</b>	<b>Total dwellings</b>	<b>Total dwellings Plan Period</b>		
<b>Previously Considered Sites</b>								
ST1 British Sugar	40.7	1140	735	<b>40.7</b>	<b>1140</b>	<b>805</b>	5	170
ST2 Civil Service Sports Ground	10.4	289	289	<b>10.4</b>	<b>292</b>	<b>292</b>	5	174
ST4 Land adj Hull Road	7.54	230	230	<b>7.54</b>	<b>211</b>	<b>211</b>	4	123
ST5 York Central	10.55	410	410	<b>35</b>	<b>1500</b>	<b>1250</b>	4	126
ST7 Land East of Metcalfe Lane	113.28	1800	1330	<b>34.5</b>	<b>845</b>	<b>805</b>	4	135
ST8 Land North of Monks Cross	52.28	1400	1200	<b>39.5</b>	<b>968</b>	<b>875</b>	6	197
ST9 Land North of Haxby	33.48	747	747	<b>35</b>	<b>735</b>	<b>735</b>	6	203
ST14 Land to West of Wigginton Road	157.09	2800	2591	<b>55</b>	<b>1348</b>	<b>840</b>	6	208
ST15: Land to west of Elvington Lane	392.58	4680	2380	<b>159</b>	<b>3339</b>	<b>1610</b>	2	77
ST16 Terrys (Extension Sites 1&2)	0	0	0	<b>2.04</b>	<b>89</b>	<b>89</b>	1	40 / 44
ST17 Nestle South	<b>6.8</b>	<b>315</b>	<b>315</b>	<b>6.8</b>	<b>315</b>	<b>315</b>	4	141
<b>New Sites Identified</b>								
ST31 Land South of Tadcaster Rd, Copmanthorpe	N/a	N/a	N/a	<b>8.1</b>	<b>170</b>	<b>170</b>	1	46
ST32 Hungate (Phases 5+)	N/a	N/a	N/a	<b>4.8<sup>7</sup></b>	<b>305</b>	<b>305</b>	4	145
ST33 Station Yard, Wheldrake (Previously included as a non strategic housing site H49)	N/a	N/a	N/a	<b>6</b>	<b>147</b>	<b>147</b>	2	74

<sup>7</sup> This is the total site area for the Hungate re-development site.



**Table 7: Potential General Housing Allocations**

<b>Potential General Housing Allocations</b>							<b>Consultation area</b>	<b>Page Number</b>
	<b>Publication Draft</b>			<b>Revised Capacity</b>				
<b>Site Name</b>	<b>Site Size</b>	<b>Total dwellings</b>	<b>Total dwellings plan period</b>	<b>Site Size</b>	<b>Total dwellings</b>	<b>Total dwellings Plan Period</b>		
<b>Previously Considered Sites</b>								
H1 Former Gas Works, Heworth Green	3.54	283	283	3.54	336	336	4	101
H3 Burnholme School	2.7	25	25	3.9	81	81	4	103
H5 Lowfield School	2.24	72	72	3.64	137	137	5	157
H7 Bootham Crescent	1.72	73	73	1.72	86	86	4	106
H8 Askham Bar Park and Ride	1.57	50	50	1.57	60	60	1	34
H10 Barbican	0.96	187	187	0.96	187	187	4	108
H20 Oakhaven EPH	0.33	15	15	0.33	17	17	5	160
H21 Woolnough House	0.29	11	11	0.29	12	12	4	110
H22 Heworth Lighthouse	0.29	13	13	0.29	15	15	4	112
H29 Land at Moor Lane, Copmanthorpe	2.65	74	74	2.65	88	88	1	36
H31 Eastfield Lane, Dunnington	2.51	70	70	2.51	84	84	3	91
H38 Land RO Rufforth Primary School	0.99	28	28	33	33	33	5	162
H39 North of Church Lane, Elvington	0.92	29	29	0.92	32	32	2	61
H43 Manor Farm Yard, Copmanthorpe	0.25	8	8	0.25	9	9	1	38
H46 Land to North of Willow Bank and East of Haxby Rd, New Earswick	4.16	118	118	2.74	104	104	6	190
H51 Morrell House EPH	0.23	10	10	0.23	12	12	4	114

New Sites Identified								
H6 Land R/O The Square, Tadcaster Road	1.53	49	49	1.53	Identified for specialist housing (C3b <sup>8</sup> ) in conjunction with Wilberforce Trust	Identified for specialist housing (C3b <sup>8</sup> ) in conjunction with Wilberforce Trust	1	31
H52 Willow House EPH	N/a	N/a	N/a	0.2	10	10	4	116
H53 Land at Knapton Village	N/a	N/a	N/a	0.33	11	11	5	164
H54 Whiteland Field, Haxby	N/a	N/a	N/a	1.3	46	46	6	194
H55 Land at Layerthorpe (former site E4)	N/a	N/a	N/a	0.2	20	20	4	118
H56 Land at Hull Road (Former site E15)	N/a	N/a	N/a	4	190	190	4	120
H57 Poppleton Garden Centre (former site E16)	N/a	N/a	N/a	2.8	93	93	5	167

**Table 8: Potential Employment Allocations**

Potential Employment Allocations						Consultation area	Page Number
	Publication Draft		Revised Capacity				
Site Name	Size (ha)	Floorspace (sqm)	Size (ha)	Floorspace (sqm)	Proposed use class		
<b>Previously Considered Sites</b>							
ST5 York Central	3.33	80000	3.33	80000	B1a	4	126
ST26 Land South of Elvington Airfield	7.6	30400	7.6	30400	B1b / B1c /B2/ B8	2	67
E2 Land North of Monks Cross Drive	0.4	3000	0.4	3000	B1c /B2 / B8	6	188
E5 Land at Layerthorpe/James Street (2)	0.2	900	0.2	900	B1c /B2 / B8	4	97

<sup>8</sup> C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems. The [Town and Country Planning \(Use Classes\) Order 1987](#) (as amended)

E8 Wheldrake Industrial Estate	0.45	1800	<b>0.45</b>	<b>1800</b>	<b>B1b / B1c /B2/ B8</b>	2	57
E9 Elvington Industrial Estate	1	3980	<b>1</b>	<b>3980</b>	<b>B1b / B1c /B2/ B8</b>	2	59
E10 Chessingham Park, Dunnington	0.24	950	<b>0.24</b>	<b>950</b>	<b>B1c /B2 / B8</b>	3	89
E11 Annamine Nurseries	1	4150	<b>1</b>	<b>4150</b>	<b>B1c /B2 / B8</b>	4	99
E12 York Business Park	0.8	3300	<b>0.8</b>	<b>3300</b>	<b>B1c /B2 / B8</b>	5	155
<b>New Sites Identified</b>							
ST19 Northminster Business Park (Formerly E17)	2.5	10000	<b>15</b>	<b>60000</b>	<b>B1c/B2/ B8</b>	5	178
ST27 University of York	24	24000	<b>21.5</b>	<b>20000</b>	<b>B1b</b>	2	70
ST6 Land North of Grimston Bar	5	Safeguarded Land (SF13)	<b>5.5</b>	<b>20000</b>	<b>B1c/B2/ B8</b>	4	131

**Table 9: Deleted housing sites from Local Plan Publication draft**

Site Name	Site Size	Total dwellings	Total dwellings plan period	GF/ BF	Consultation Area	Page Number
ST11 Land at New Lane Huntington	13.76	400	400	GF	4	151
ST12 Land at Manor Heath, Copmanthorpe	20.08	421	421	GF	1	52
ST13 Land at Moor Lane, Copmanthorpe	5.61	125	125	GF	1	53
ST29 Land at Boroughbridge Road	5.75	135	135	GF	5	184
ST30 Land to North of Stockton Lane	5.92	165	165	GF	4	152
H2a Land at Racecourse, Tadcaster Road	2.44	98	98	GF	1	50
H2b Land at Cherry Lane	0.44	18	18	BF	1	50
H6 Land R/O The Square <sup>9</sup>	1.53	49	49	GF	1	50
H9 Land Off Askham Lane	1.3	42	42	GF	1	50
H11 Land at Frederick House, Fulford Rd	0.78	33	33	BF	1	51
H12 Land R/O Stockton Lane/Greenfield Park Drive	0.77	33	33	GF	4	149
H19 Land at Mill Mount	0.36	16	16	BF	4	149
H23 Grove House EPH	0.25	11	11	BF	4	152
H25 Heworth Green North	0.22	20	20	BF	4	150
H26 Land at Dauby Lane, Elvington	4.05	114	114	GF	2	85
H27 Land at the Brecks	4.00	102	102	GF	6	214
H28 Land to North of North Lane, Wheldrake	3.15	88	88	GF	2	86

<sup>9</sup> Included as site for specialist housing (Use Class C3b) in connection with the Wilberforce Trust

H30 Land to South of Strensall Village	2.53	71	71	GF	6	215
H33 Water Tower Land, Dunnington	1.66	46	46	GF	3	94
H34 Land North of Church Lane, Skelton	1.74	49	49	GF	6	215
H35 Land at Intake Lane, Dunnington	1.59	44	44	GF	3	94
H37 Land at Greystones Court, Haxby	3.47	34	34	GF	6	215
H40 West Fields, Copmanthorpe	0.82	26	26	GF	1	51
H48 Haxby Hall EPH	0.42	15	15	BF	6	216
H50 Land at Malton Road	2.92	70	70	GF	4	150

**Table 10: Employment sites either deleted or reallocate for another use**

Site Name	Size (ha)	Floorspace (sqm)	GF/BF	Consultation Area	Page Number
ST16 Terry's	1.5	6000	BF	1	41/44
ST18 Monks Cross North	8	64000	GF	6	217
ST25 South of Designer Outlet	9.8	23,520	GF	1	54
E1 Hungate	1.51	12000	BF	4	145
E4 Land at Layerthorpe/James Street (now H55)	0.2	900	BF	4	118
E7 Wheldrake Industrial Estate	0.5	0.5	GF	2	85
E15 Land at Hull Road (now H56)	4	16000	GF	4	120
E16 Poppleton Garden Centre (now H57)	2.8	11200	BF	5	167
ST21 York Designer Outlet	n/a	12000	BF	1	53

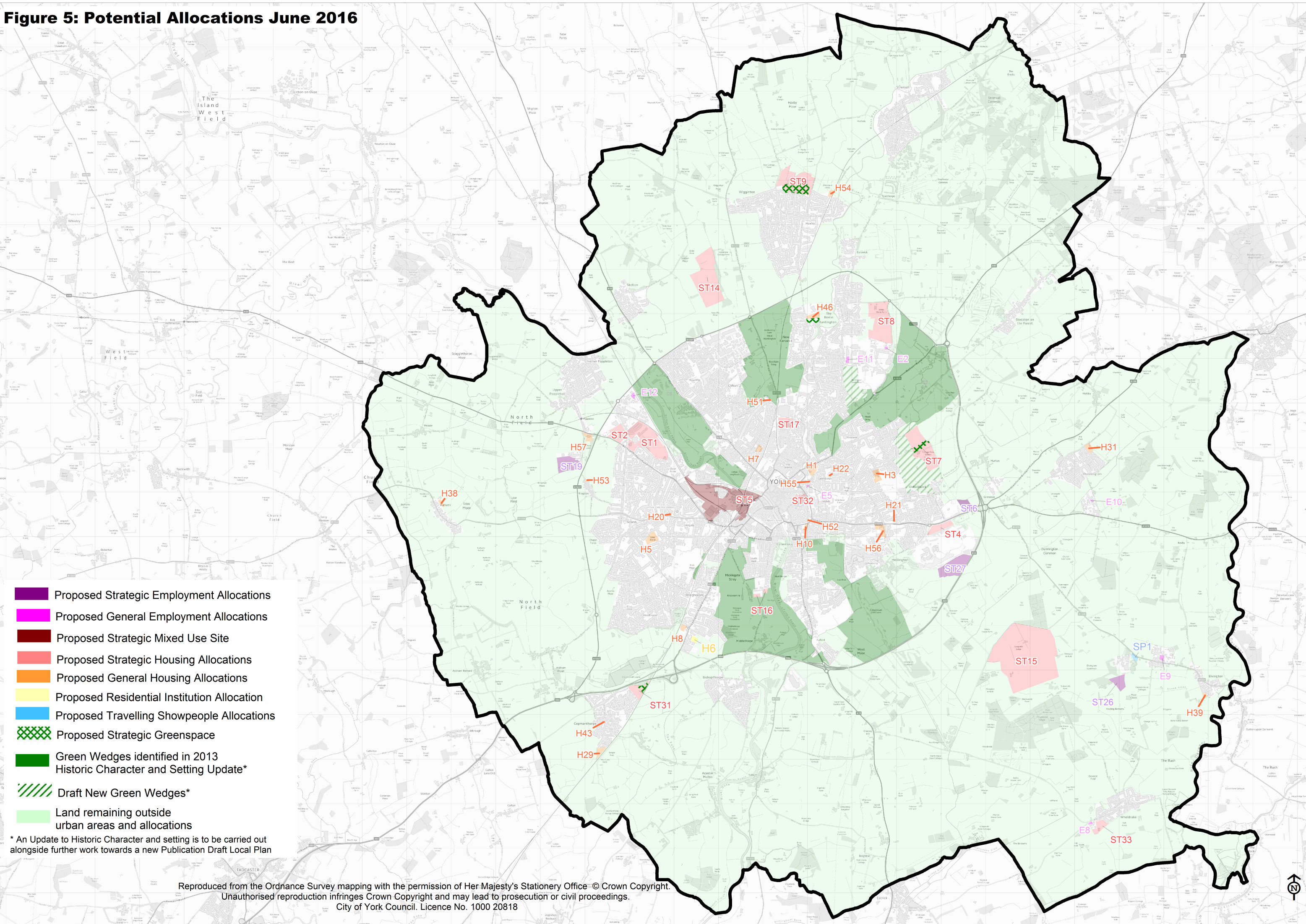
**Table 11: Travelling Showpeople Allocations**

Site Name	Site Size	Total Plots	Total Plots plan period	GF/BF	Consultation Area	Page Number
SP1: The Stable Elvington	1.6	3	3	GF	2	64

**Table 12: Deleted Gypsy and Traveller Allocations**

Site Name	Total pitches	GF/BF	Consultation Area	Page Number
GT1: Land at Moor Lane and B1224 Rufforth	30	GF	5	184
GT2: Acres Farn, Naburn	3	GF	1	52

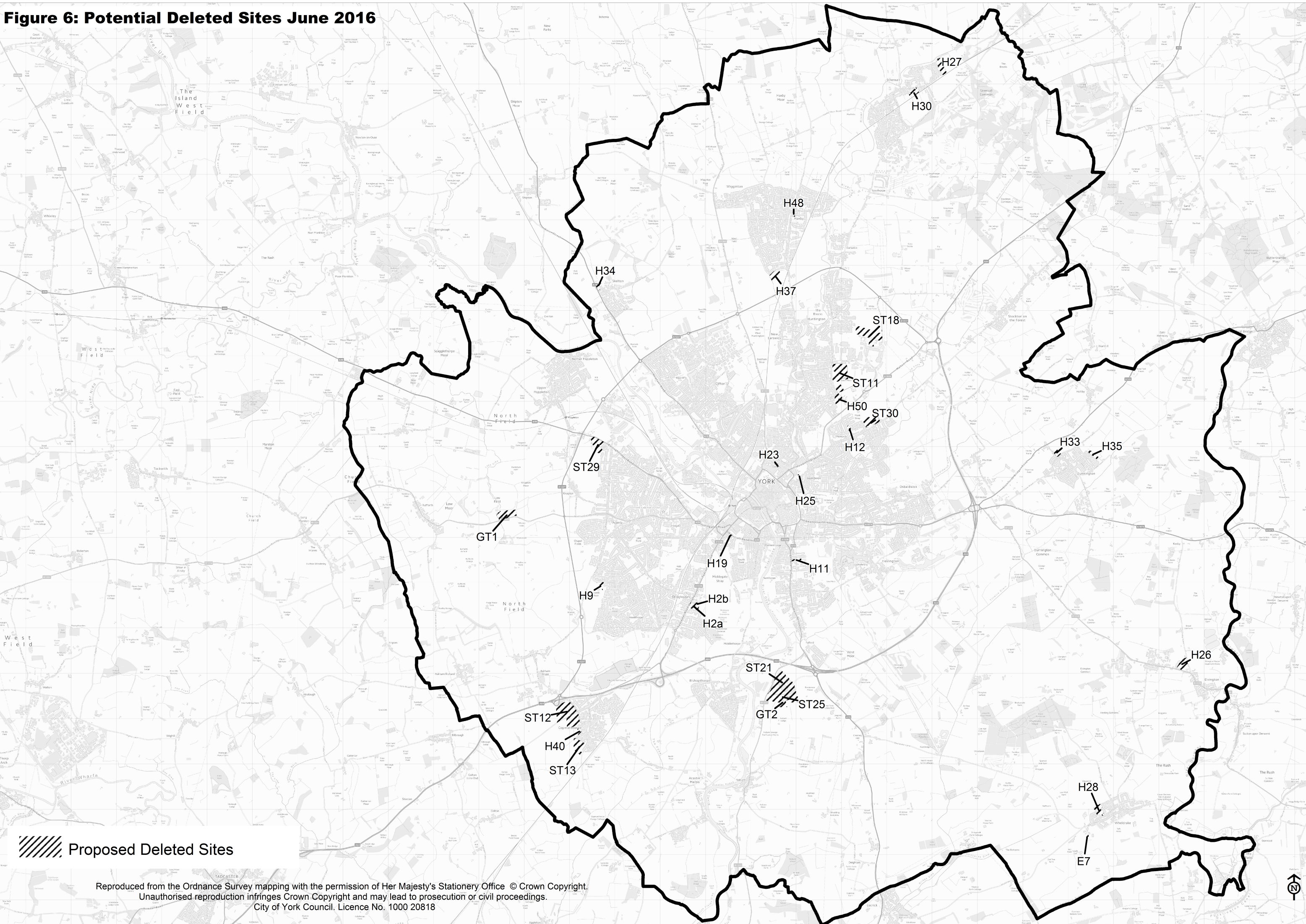
**Figure 5: Potential Allocations June 2016**



- Proposed Strategic Employment Allocations
  - Proposed General Employment Allocations
  - Proposed Strategic Mixed Use Site
  - Proposed Strategic Housing Allocations
  - Proposed General Housing Allocations
  - Proposed Residential Institution Allocation
  - Proposed Travelling Showpeople Allocations
  - Proposed Strategic Greenspace
  - Green Wedges identified in 2013  
Historic Character and Setting Update\*
  - Draft New Green Wedges\*
  - Land remaining outside  
urban areas and allocations
- \* An Update to Historic Character and setting is to be carried out alongside further work towards a new Publication Draft Local Plan



**Figure 6: Potential Deleted Sites June 2016**

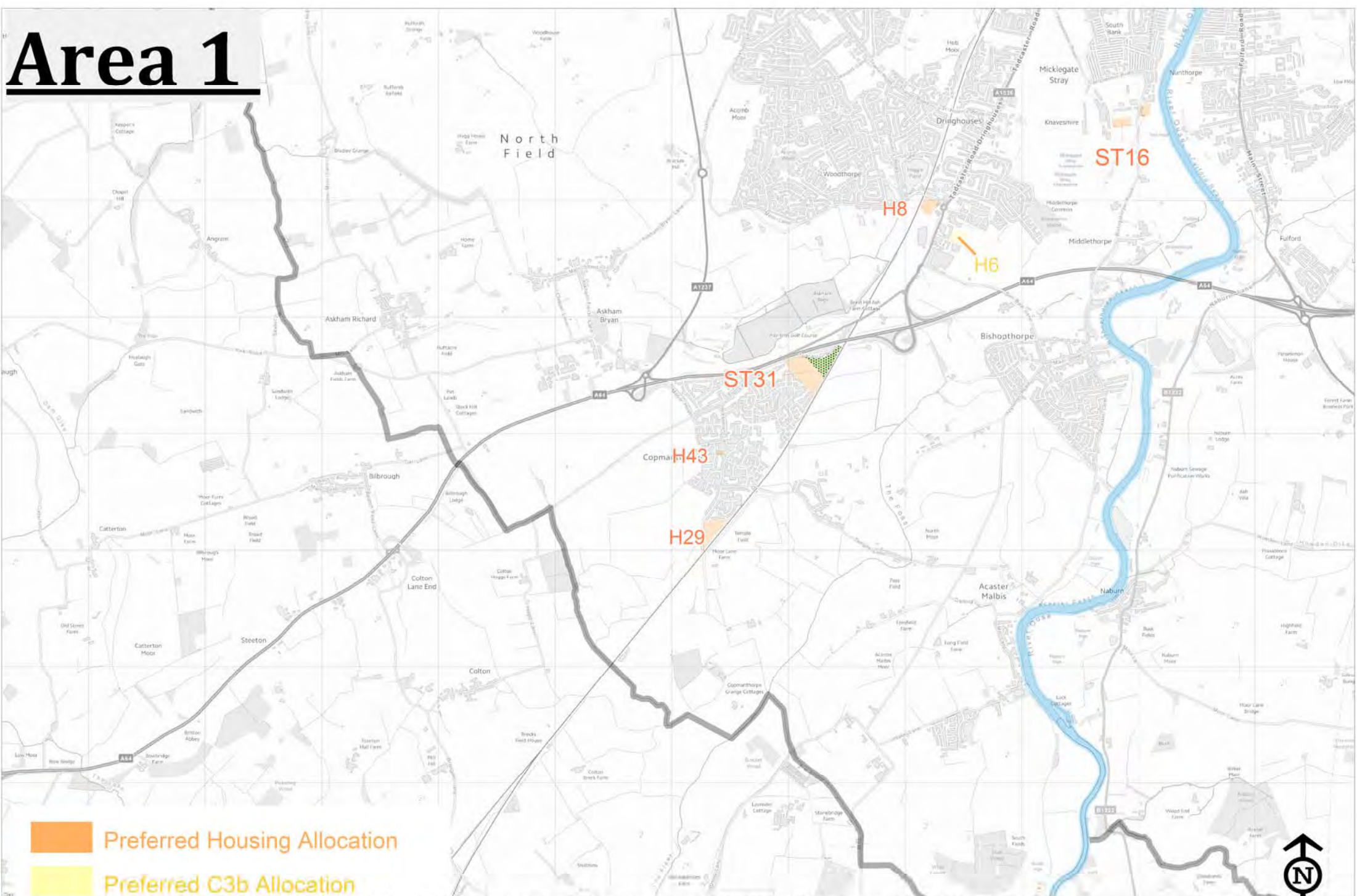


## 4.2 Detailed Outcomes

### AREA 1 SITES

Allocation Ref	Site Name	Page Number	Ward Name
<b>Preferred Allocations</b>			
H6	Land R/O The Square, Tadcaster Rd	31	Dringhouses & Woodthorpe
H8	Askham Bar Park and Ride	34	Dringhouses & Woodthorpe
H29	Land at Moor Lane, Copmanthorpe	36	Copmanthorpe
H43	Manor Farm Yard, Copmanthorpe	38	Copmanthorpe
ST16	Terry's Extension Site 1 (Terry's Car Park)	40	Micklegate
ST16	Terry's Extension Site 2 (Land to the rear of Terry's Factory)	44	Micklegate
H40	West Fields, Copmanthorpe	51	Copmanthorpe
ST12	Land at Manor Heath, Copmanthorpe	52	Copmanthorpe
ST13	Land at Moor Lane, Copmanthorpe	53	Copmanthorpe
ST31	Land South of Tadcaster Rd, Copmanthorpe	46	Copmanthorpe
<b>Potential Removed Sites</b>			
H2a	Land at Racecourse, Tadcaster Road	50	Dringhouses & Woodthorpe
H2b	Land at Cherry Lane	50	Dringhouses & Woodthorpe
H6	Land R/O The Square, Tadcaster Road	50	Dringhouses & Woodthorpe
H9	Land Off Askham Lane	50	Westfield
H11	Land at Frederick House, Fulford Rd	51	Fishergate
ST21	York Designer Outlet	53	Fulford & Heslington
ST25	South of Designer Outlet	54	Fulford & Heslington
GT2	Acres Farm Naburn	54	Fulford & Heslington

# Area 1

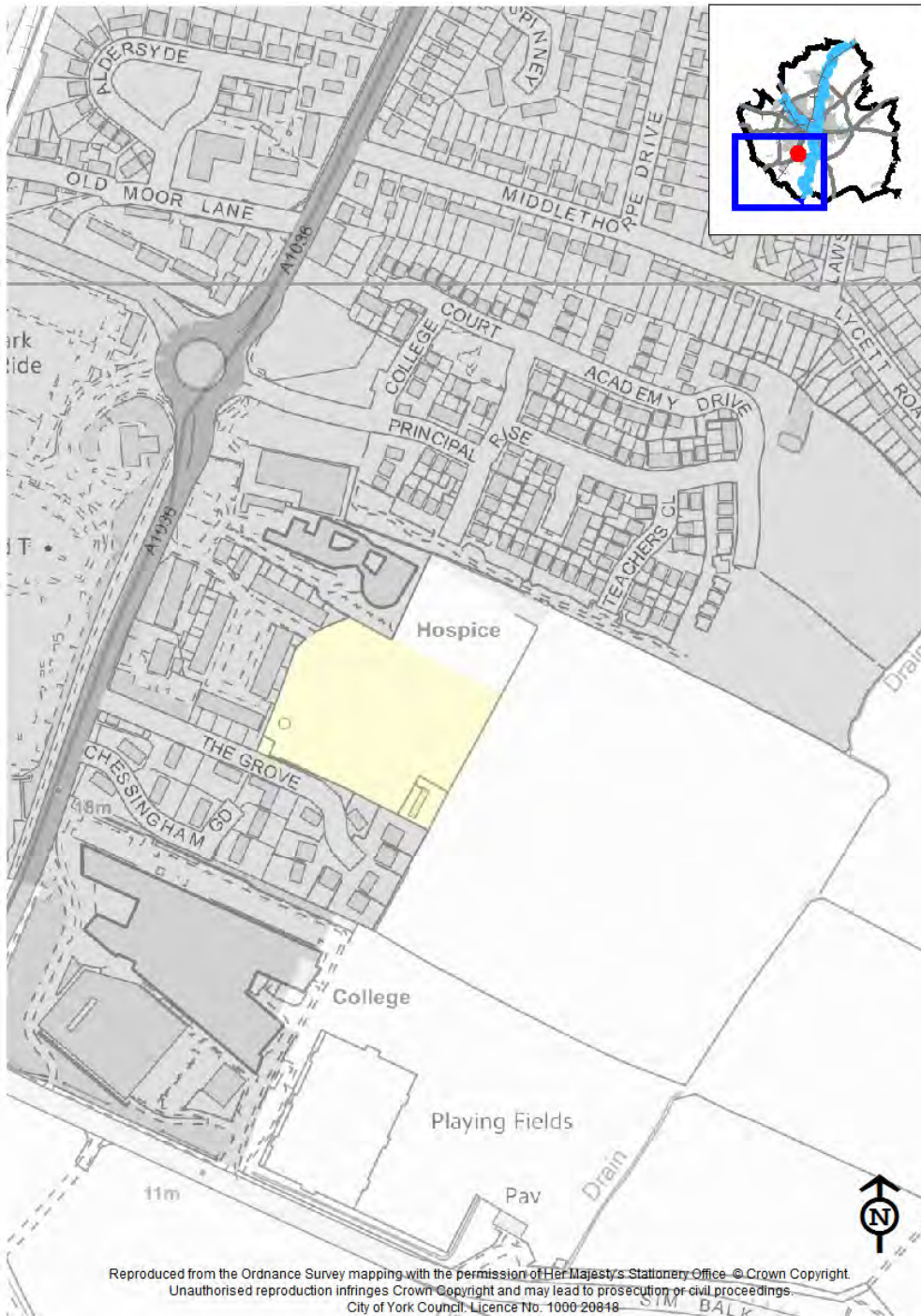


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<b>Site Ref:</b>	<b>H6</b>	<b>Site Name:</b>	<b>Land to the Rear of the Square , Tadcaster Road</b>
------------------	-----------	-------------------	--

**Consultation boundary:**



<b>Site Size</b>	1.5ha
<b>Indicative Site capacity</b>	N/A
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Allocated for Residential Extra Care C3b facilities in association with the Wilberforce Trust

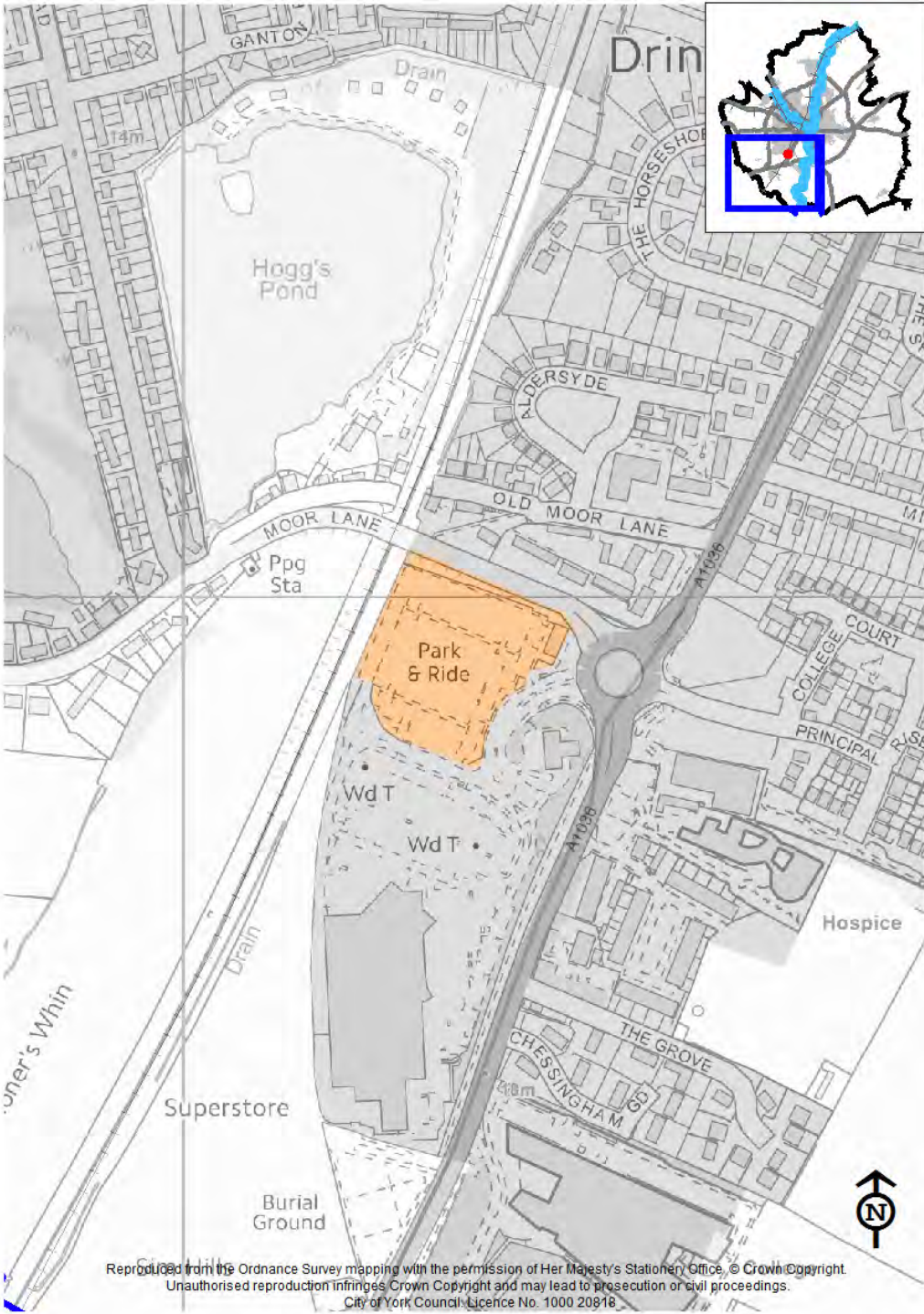
<b>Site Ref:</b>	<b>H6</b>	<b>Site Name:</b>	<b>Land to the Rear of the Square , Tadcaster Road</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included within the Publication Draft Local Plan as site H6 for 49 residential dwellings.</p> <p>Following further submissions by the landowners the site is now proposed to be retained as an allocation following the same boundary as previous, in order to safeguard the residential amenity of patients using the St Leonards Hospice but for specialist housing (C3b<sup>10</sup>).</p> <p>The site is owned by the Wilberforce Trust, a charitable trust for partially blind and blind people who wish to use the site to construct extra care sheltered units and office accommodation for the Wilberforce Trust.</p> <p>The site is outside of environmental constraints (Criteria 1-3 as detailed in methodology), is in a sustainable location and is controlled by a willing landowner. The site is contained by strong, clearly defined boundaries which would create good defensible green belt boundaries. To the west the site adjoins existing residential area off The Square, to the south- west is residential development off The Grove with York College beyond. To the north- east is open fields and St Leonards Hospice. The eastern part of the site backs onto open fields but there is a mature tree boundary. Given the development on two sides of the site boundary it is not considered to serve green belt purposes.</p> <p>There are mature trees on site which would need to be protected. Trees to the eastern boundary provide a good edge and are a valuable landscape asset. This may reduce the development capacity of the site.</p> <p>There are Great Crested Newts nearby so a further ecological assessment would be required. There are also good hedgerow corridors which may contain bat interest.</p> <p>The site would require a survey/assessment of highways access. The 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>			
<b>SA/SEA summary</b>			
<p>Provision of residential care facilities is likely to have a positive effect in helping to meet the diverse housing needs of the York's population. This site has good access to services and transport routes. Consequently the site scores significantly positively for</p>			

<sup>10</sup> C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems. The [Town and Country Planning \(Use Classes\) Order 1987](#) (as amended)

<b>Site Ref:</b>	<b>H6</b>	<b>Site Name:</b>	<b>Land to the Rear of the Square , Tadcaster Road</b>
<p>education, transport and access to services. The site scores more negatively in terms of land use given that the site is greenfield. It also scores negatively in relation to heritage because there is well preserved ridge and furrow on the site and there is potential for archaeological deposits. Furthermore, potential negative effects are identified for landscape given that the area has a parkland quality and good existing trees/hedges. Development may negatively affect these assets and bring development closer to the ring road.</p>			
<p><b>You told us at Preferred Options/ Further Sites consultations ...</b></p>			
<p>65 objections:</p> <ul style="list-style-type: none"> <li>• To put an access route through the Square would change the concept and style of the development</li> <li>• Proposed access through The Square is dangerous as it was designed to be a cul de sac given its relation ship with the hospice junction and Tadcaster Road</li> <li>• Local roads are already overcrowded and at capacity</li> <li>• Development would detract from the open landscape character and setting of the city from Sim Balk Lane and the Ring Road</li> <li>• Large area of pristine ridge and furrow which shows evidence of medieval farming</li> <li>• Development will disturb wild birds and affect mature trees</li> <li>• Concern over St Leonards Hospice and denying future opportunity for expansion and will affect the view of open fields for existing patients. The hospice needs this open space for the health and care of its residents</li> <li>• Site should be allocated for hospice expansion or complementary health care use</li> <li>• Increased development would cause more air quality issues</li> </ul>			

<b>Site Ref:</b>	<b>H8</b>	<b>Site Name:</b>	<b>Askham Bar Park and Ride</b>
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**Consultation boundary:**



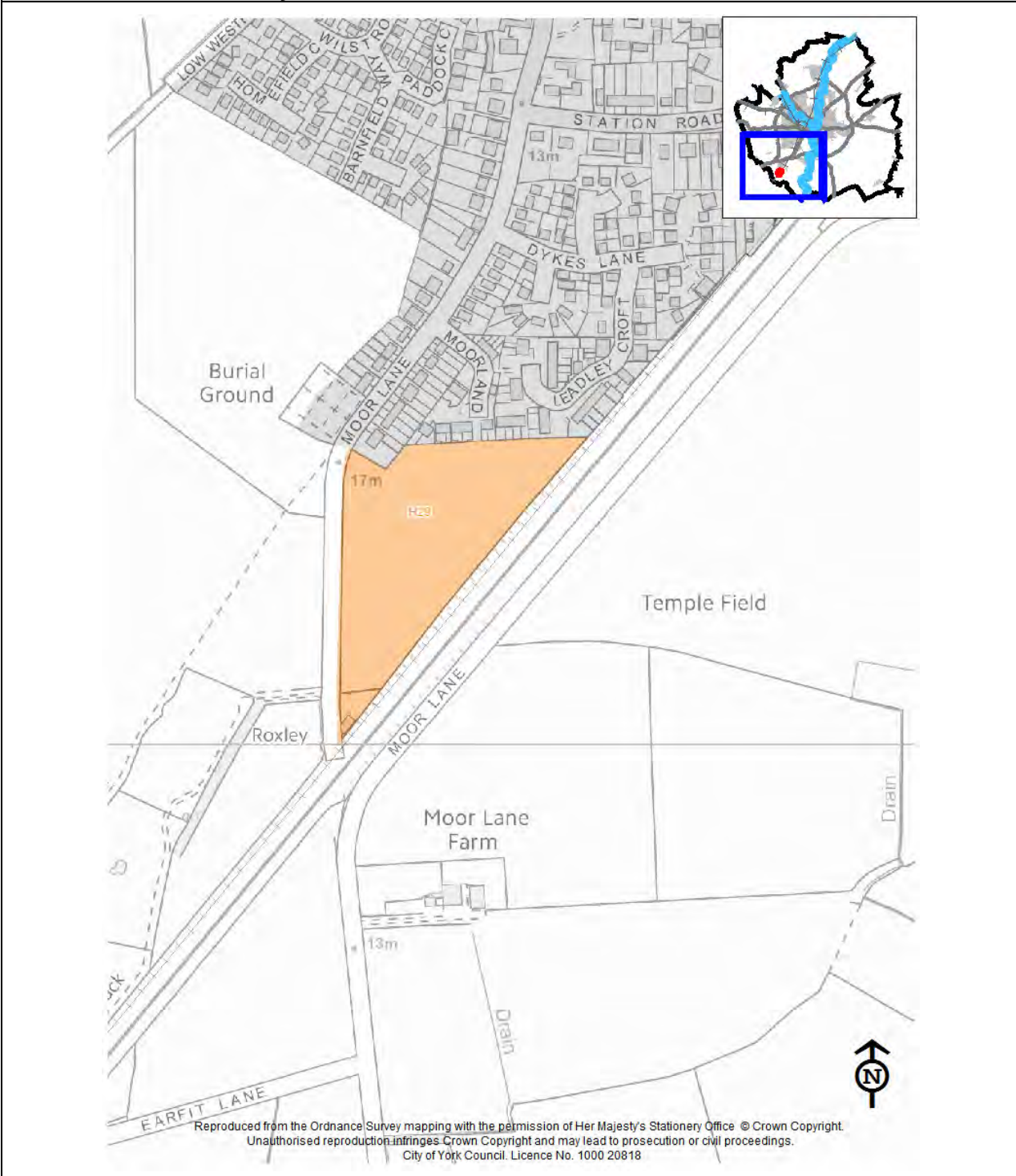
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<b>Site Size</b>	1.57ha
<b>Indicative Site capacity</b>	60 dwellings
<b>Archetype/ Density</b>	Suburban medium archetype (95% @ 40 dph)
<b>Proposed allocation</b>	Allocated for residential development for 60 dwellings.

<b>Site Ref:</b>	<b>H8</b>	<b>Site Name:</b>	<b>Askham Bar Park and Ride</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	Urban (York main urban area)		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H8). The site is available with a willing landowner. The site is not located within an area of environmental constraint (Criteria 1-3 as detailed in methodology) is previously developed land and is well contained.</p> <p>The site is located within walking and cycling distance of local facilities and is close to public transport routes including the new Park and Ride facility. Dringhouses ward is deficient in 6 open space types so development of this site would require on-site provision.</p> <p>Access to the site could use existing route via Tadcaster Road roundabout but a transport assessment would be required. The site has limited ecological value and there are no design and conservation constraints. The site would require an air quality assessment given proximity to the roundabout and elevated levels of nitrogen oxygen however good scheme design could mitigate. The site would also require a noise and vibration assessment given location adjacent to A1036 and the railway line.</p>			
<b>SA/SEA summary</b>			
<p>This site may provide 50 homes and therefore scores positively in relation to meeting housing need. This site has good access to services and facilities as well as transport. Consequently, the site scores positively in relation to objectives regarding health, transport, education, equality and accessibility. Potential positives are also identified in relation to reducing the impact on climate change and in terms of land use given that the site is brownfield. The site scores negatively in relation to biodiversity due to being close proximity to a SSSI (Askham Bog). Neutral impacts are identified for flood risk, heritage and landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>8 objections</b>			
<ul style="list-style-type: none"> <li>• Development will result in overcrowding of an already built-up area;</li> <li>• Development will have a negative impact on existing infrastructure particularly the roundabout between Moor Lane/Tadcaster Road which is already congested and hazardous;</li> <li>• Public transport is inadequate; and</li> <li>• Is not a very attractive location for residential development adjacent to East Coast Mainline railway line, supermarket, petrol station and two busy radial roads.</li> </ul>			

<b>Site Ref:</b>	<b>H29</b>	<b>Site Name:</b>	<b>Land at Moor Lane Copmanthorpe</b>
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**Consultation boundary:**



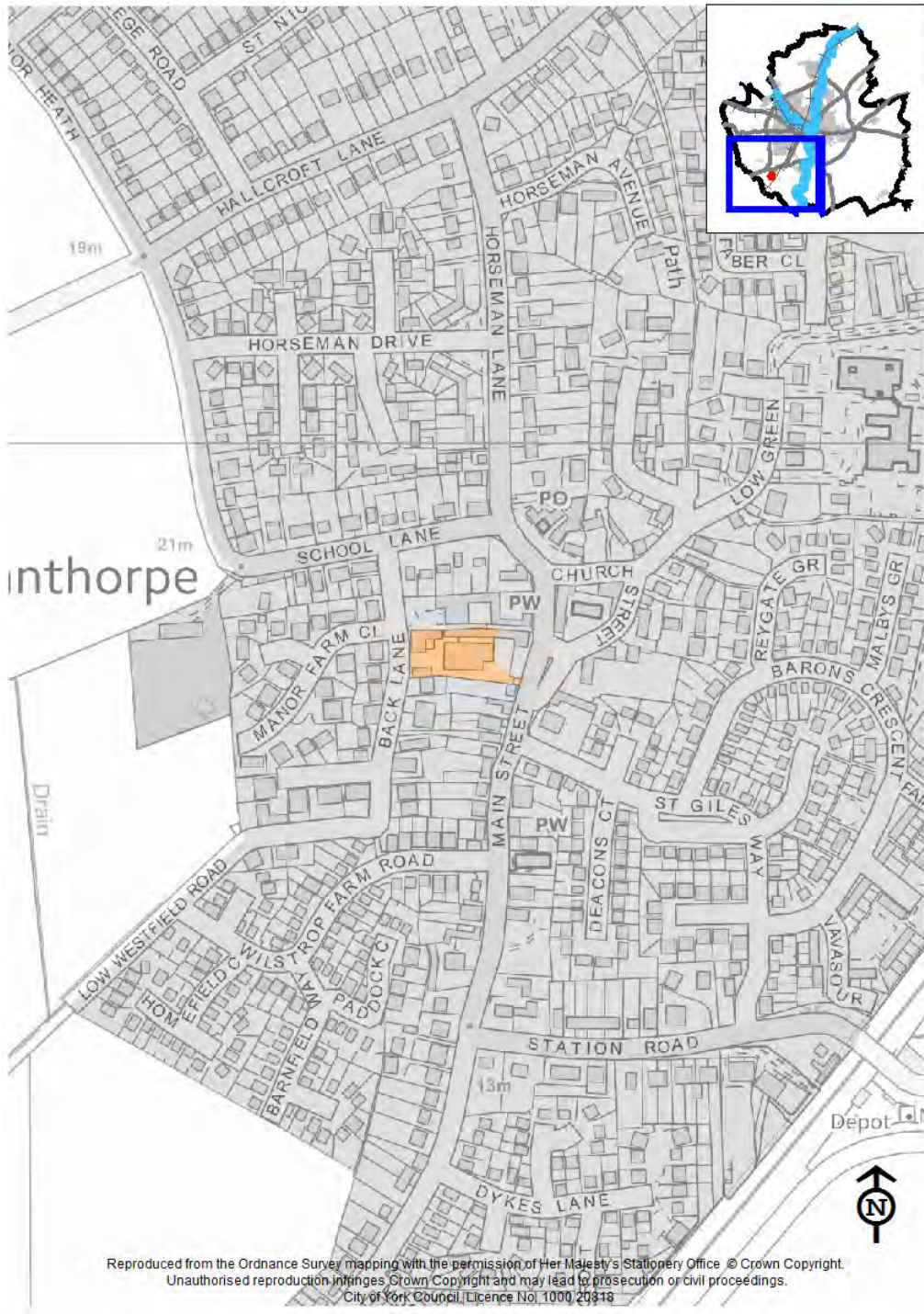
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<b>Site Size</b>	2.65ha
<b>Indicative Site capacity</b>	88 dwellings
<b>Archetype/ Density</b>	Village/rural large archetype (95% @ 35dph)
<b>Proposed allocation</b>	Allocated for residential development for 88 dwellings.

<b>Site Ref:</b>	<b>H29</b>	<b>Site Name:</b>	<b>Land at Moor Lane Copmanthorpe</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	Grade 3a – High quality		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H29) and is also included within the emerging Copmanthorpe Neighbourhood Plan. The site is available with a willing landowner and developer. The site is not located within an area of environmental constraint (Criteria 1-3 as detailed in methodology), and is well contained. The site is bounded by Moor Lane to the west, the existing settlement of Copmanthorpe to the north and the East Coast mainline railway line to the south east. Moor Lane could be used to form a strong green belt boundary. Given the proximity of the site to the Copmanthorpe built up area and the shape and characteristics it is not considered that the site serves green belt purposes.</p> <p>The site is located within walking and cycling distance of Copmanthorpe village centre and is close to public transport routes. The site has a good access to open space.</p> <p>Potential access issues have been flagged by the technical officer assessment but they are not considered a showstopper. Access could be taken from Moor Lane but associated highway improvements would be required as will a further detailed transport assessment. Moor Lane will need to be widened. There appears to be sufficient verge space on Moor Lane leading up to site to widen it without encroaching onto fronting properties and land could be made available as part of the site to widen Moor Lane.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 88 houses and therefore is likely to be positive for meeting housing need. This site has good access to services and transport routes in the centre of Copmanthorpe. Consequently, the site scores positively in relation to objectives regarding health, transport, education, equality and accessibility. The site scores negatively in relation to land use given that the site is greenfield. Neutral impacts on flood risk, heritage and landscape are identified.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>233 objections (879 signatures on petition)</b></p> <ul style="list-style-type: none"> <li>• Proposals for Copmanthorpe are not sustainable;</li> <li>• The existing infrastructure cannot cope with more development;</li> <li>• Volume of additional traffic would be unacceptable and dangerous;</li> <li>• Location would attract more commuter residents;</li> <li>• Grade 1 arable land should not be developed;</li> <li>• Will alter the character of the village;</li> <li>• Will increase noise pollution which is already an issue for the village; and</li> <li>• No regard has been had of the emerging neighbourhood plan</li> </ul>			

<b>Site Ref:</b>	<b>H43</b>	<b>Site Name:</b>	<b>Manor Farm Yard, Copmanthorpe</b>
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**Consultation boundary:**



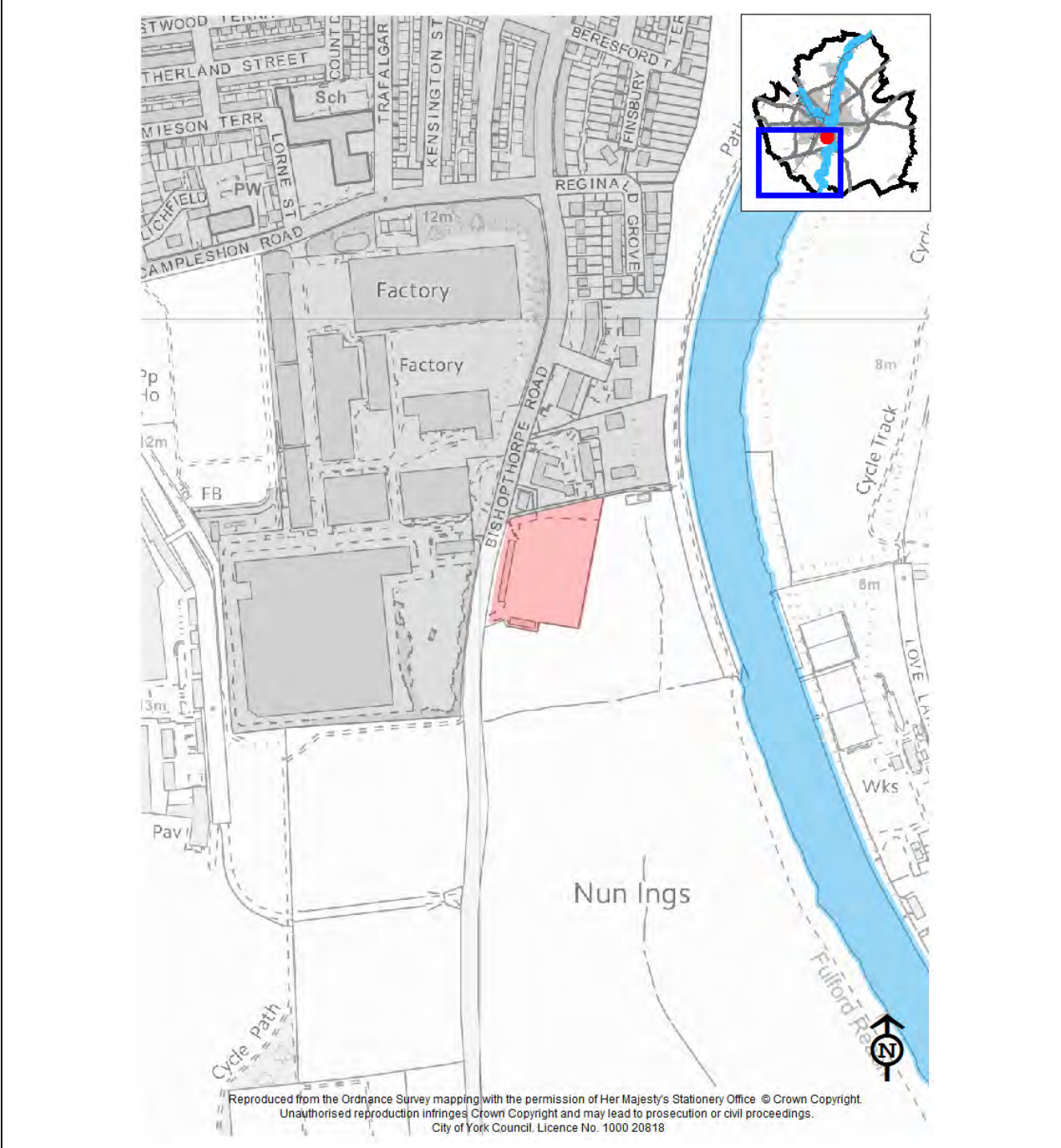
<b>Site Size</b>	0.25 ha
<b>Indicative Site capacity</b>	9 dwellings
<b>Archetype/ Density</b>	Village/rural Medium archetype (100% @ 35dph)
<b>Proposed allocation</b>	Allocated for residential development for 9 dwellings.



<b>Site Ref:</b>	<b>H43</b>	<b>Site Name:</b>	<b>Manor Farm Yard, Copmanthorpe</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Urban (Copmanthorpe village)		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H43). The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology), is located within the existing settlement of Copmanthorpe and comprises a farm yard which includes both modern and traditional barns. The site does not include the adjacent farmhouse (Manor Farmhouse) which is grade 2 listed.</p> <p>The site is located within walking and cycling distance of Copmanthorpe village centre and is close to public transport routes. The site has a good access to open space.</p> <p>The site has connection to the highway at Back Lane or Main Street but would need further detailed transport assessment.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 9 houses and therefore is likely to be positive for meeting housing need. This site has good access to services and transport routes in the centre of Copmanthorpe. Consequently, the site scores positively in relation to objectives regarding health, transport, education, equality and accessibility. The site scores negatively for land use given that the site is greenfield and for heritage given the location close to the historic village centre/conservation area. Neutral impacts on flood risk and landscape are identified.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>411 objections</b></p> <ul style="list-style-type: none"> <li>• Proposals for Copmanthorpe are not sustainable;</li> <li>• The existing infrastructure cannot cope with more development;</li> <li>• Volume of additional traffic would be unacceptable and dangerous;</li> <li>• Location would attract more commuter residents;</li> <li>• Grade 1 arable land should not be developed;</li> <li>• Will alter the character of the village;</li> <li>• Will increase noise pollution which is already an issue for the village; and</li> </ul> <p>No regard has been had of the emerging neighbourhood plan.</p>			

<b>Site Ref:</b>	<b>ST16</b>	<b>Site Name:</b>	<b>Terry's Extension Site 1 (Terry's Car Park)</b>
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**Consultation boundary:**



<b>Site Size</b>	0.87 ha
<b>Indicative Site capacity</b>	33 dwellings
<b>Archetype/ Density</b>	Suburban medium archetype (95% @ 40 dph)
<b>Proposed allocation</b>	Allocated for residential development for 33 dwellings

<b>Site Ref:</b>	<b>ST16</b>	<b>Site Name:</b>	<b>Terry's Extension Site 1 (Terry's Car Park)</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• The site has a strong association with the wider Terry's factory site and development should have strong architectural merit to contribute to the architectural merit of the city given the sites location as an entry point to the city</li> <li>• Any development would need to be of a low height and complement existing views to the factory building and clock tower from the Ings, Bishopthorpe Road and the Racecourse</li> <li>• Development would need to be constrained to the boundary of the car park including any open space requirements</li> <li>• Existing vegetation would need to be retained and additional appropriate treatment would be required on the southern and eastern boundaries</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Urban (York Main urban area)		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as part of wider Terry's development (ST16) and was identified for ancillary uses including health and community uses. The site is now proposed as a residential allocation. The site is available with a willing landowner and developer.</p> <p>The site is located within walking and cycling distance of local amenities and is close to public transport routes. The site has a good access to open space within the required access distances.</p> <p>The site is well contained on all 4 sides. To the north lies a metal security fence, dense tree / shrub line (but less dense / lower level to the north west corner) with a PROW running alongside the northern boundary, linking the riverside area with Bishopthorpe Road / Racecourse. The eastern and southern boundaries are defined by a metal security fence and strong tree / shrub boundaries, with agricultural / floodplain land beyond. The western boundary is Bishopthorpe Road, and the metal security fence and a dense line of shrubs &amp; trees. Given its topography and the level of enclosure it is not considered to serve green belt purposes.</p> <p>The principle of development would not have significant adverse impacts on the character of the surrounding landscape or on the openness and setting of the City provided the development is restricted to the height of the permitted single decked car park. Development should adhere to the design principles set by the wider Terry's development and should be of strong architectural merit given its location at an entry point to the city. Development should complement existing views to the factory and clock tower.</p> <p>Transport issues arising from the original development proposals are addressed through planning permission conditions and obligations. Although the Terry's Extension Sites (1 and 2) will generate some additional traffic it is likely that it will be low in comparison to the main site and the mitigation measures for these two extension sites will be incorporated into the overall programme of measures to meet the planning permission conditions and obligations</p>			

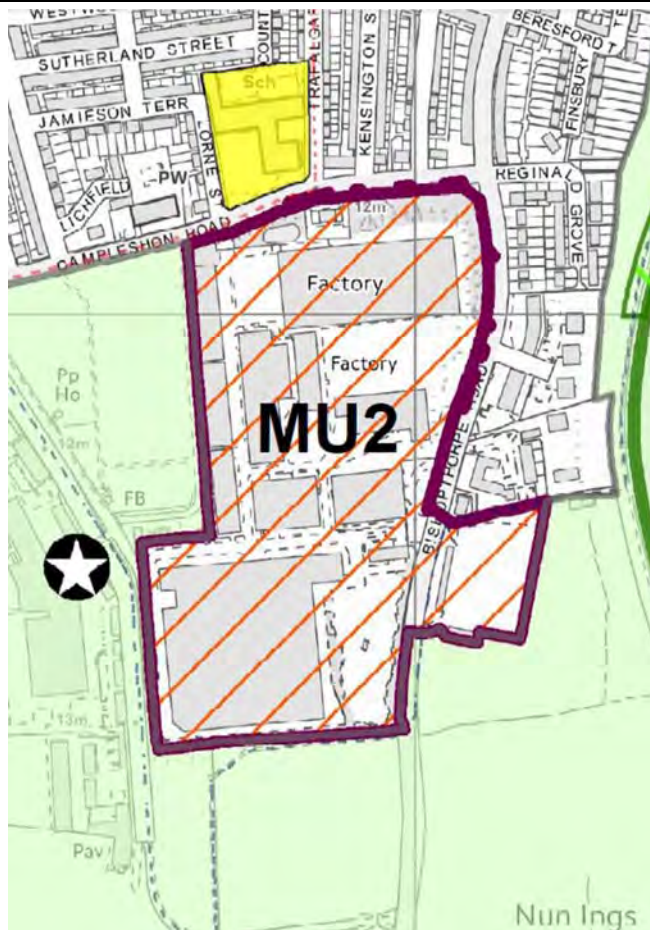
<b>Site Ref:</b>	<b>ST16</b>	<b>Site Name:</b>	<b>Terry's Extension Site 1 (Terry's Car Park)</b>
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for the main site.

**SA/SEA summary**

The site may provide 33 houses and therefore is likely to be positive for meeting housing need. This site has good access to services and transport routes. Consequently, objectives regarding health, transport and equality and accessibility are scored positively. Potential positives are also identified in relation to reducing the impact on climate change and in terms of land use given that the site is brownfield. The site scores more negatively in relation to biodiversity as it is within 50m of the River Ouse which is a Site of Interest for Nature Conservation. Potential negative effects are identified in relation to heritage as there are listed buildings on site and the former factory site has its own Conservation Area. In addition, there are views across the car park from the river towards the landmark Terry's Clock Tower. Any effects should be mitigated through high quality design and landscaping.

**The former boundary of this site which was consulted on at preferred Options and FSC:**



**You told us at Preferred Options/ Further Sites consultations ...**

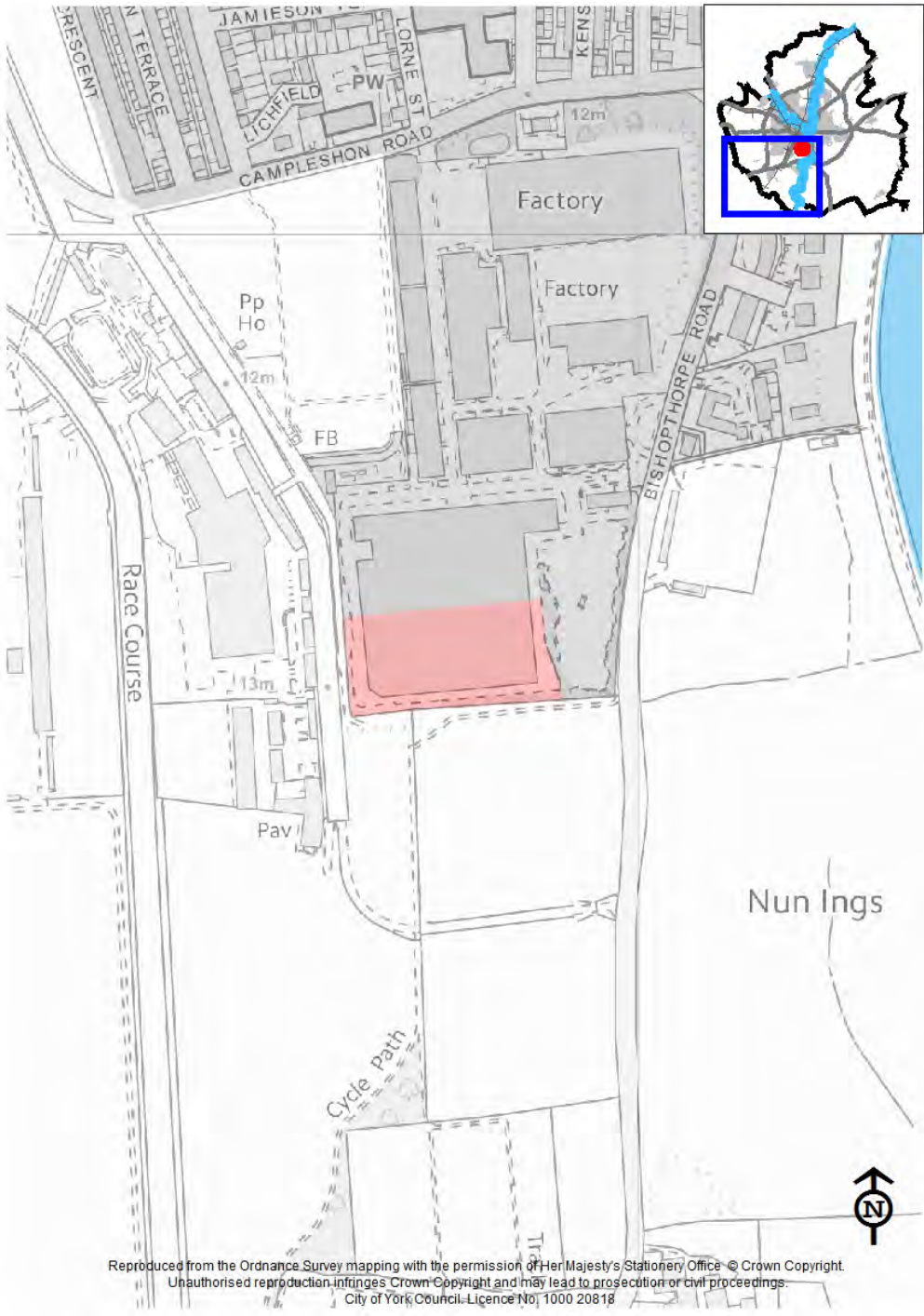
**1 objection**

- The land offers a sustainable location for new development being located on the edge of the urban area with access to public transport, schools, shops and

<b>Site Ref:</b>	<b>ST16</b>	<b>Site Name:</b>	<b>Terry's Extension Site 1 (Terry's Car Park)</b>
<p>community facilities.</p> <ul style="list-style-type: none"><li>• The car park is previously developed land. It is now considered unlikely that the car park site will be required to provide for as much car parking, to serve the new uses on the main Terry's factory site as previously anticipated.</li><li>• Does not perform any of the roles necessary for inclusion in the Green Belt.</li></ul>			

<b>Site Ref:</b>	<b>ST16</b>	<b>Site Name:</b>	<b>Terry's Extension Site 2 (Land to the rear of Terry's Factory)</b>
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**Consultation boundary:**

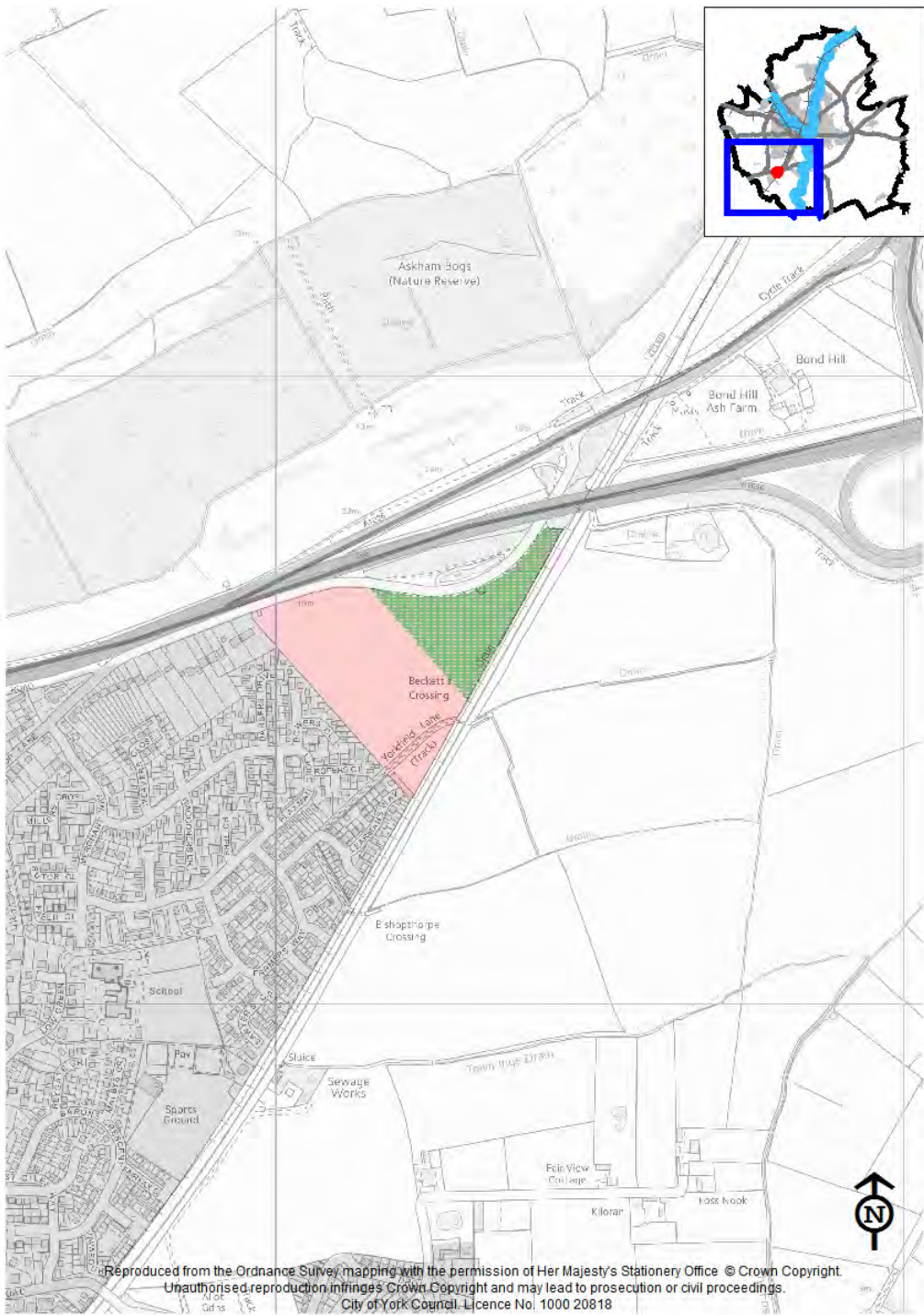


<b>Site Size</b>	1.18 ha
<b>Indicative Site capacity</b>	56 dwellings
<b>Archetype/ Density</b>	Urban large archetype (95% @ 50 dph)
<b>Proposed allocation</b>	Allocated for residential development for 56 dwellings

<b>Site Ref:</b>	<b>ST16</b>	<b>Site Name:</b>	<b>Terry's Extension Site 2 (Land to the rear of Terry's Factory)</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• The site has a strong association with the wider Terry's factory site and development should have strong architectural merit and adhere to the design principles of the wider Terry's site</li> <li>• The formal gardens area adjacent to the site should be retained and enhanced</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>		Flood Zone 1	
<b>Agricultural Land Zone</b>		Urban (York Main urban area)	
<b>Commentary</b>			
<p>The site was not previously included with the Publication Draft Local Plan. The site is now proposed as a residential allocation. The site is available with a willing landowner and developer.</p> <p>The site is located within walking and cycling distance of local amenities and is close to public transport routes. The site has a good access to open space within the required access distances.</p> <p>Development should adhere to the design principles set by the wider Terry's development and should be of strong architectural merit given its location at an entry point to the city.</p> <p>Transport issues arising from the original development proposals are addressed through planning permission conditions and obligations. Although the Terry's Extension Sites (1 and 2) will generate some additional traffic it is likely that it will be low in comparison to the main site and the mitigation measures for these two extension sites will be incorporated into the overall programme of measures to meet the planning permission conditions and obligations for the main site.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 56 houses and therefore is likely to be significantly positive for meeting housing need. This site has good access to services and transport routes. Consequently, objectives regarding health, transport and equality and accessibility are scored positively. Potential positives are also identified in relation to reducing the impact on climate change and in terms of land use given that the site is brownfield. The site scores more negatively in relation to biodiversity as it is within 500m of Fulford Ings SSSI. Potential negative effects are identified in relation to heritage as there are listed buildings on site and the former factory site has its own Conservation Area. Any effects should be mitigated through high quality design and landscaping.</p>			
<b>The former boundary of this site which was consulted on at preferred Options and FSC:</b>			
See page 42			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
New site – not previously considered			

<b>Site Ref:</b>	<b>ST31</b>	<b>Site Name:</b>	<b>Land to the South of Tadcaster Road, Copmanthorpe</b>
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**Consultation boundary:**



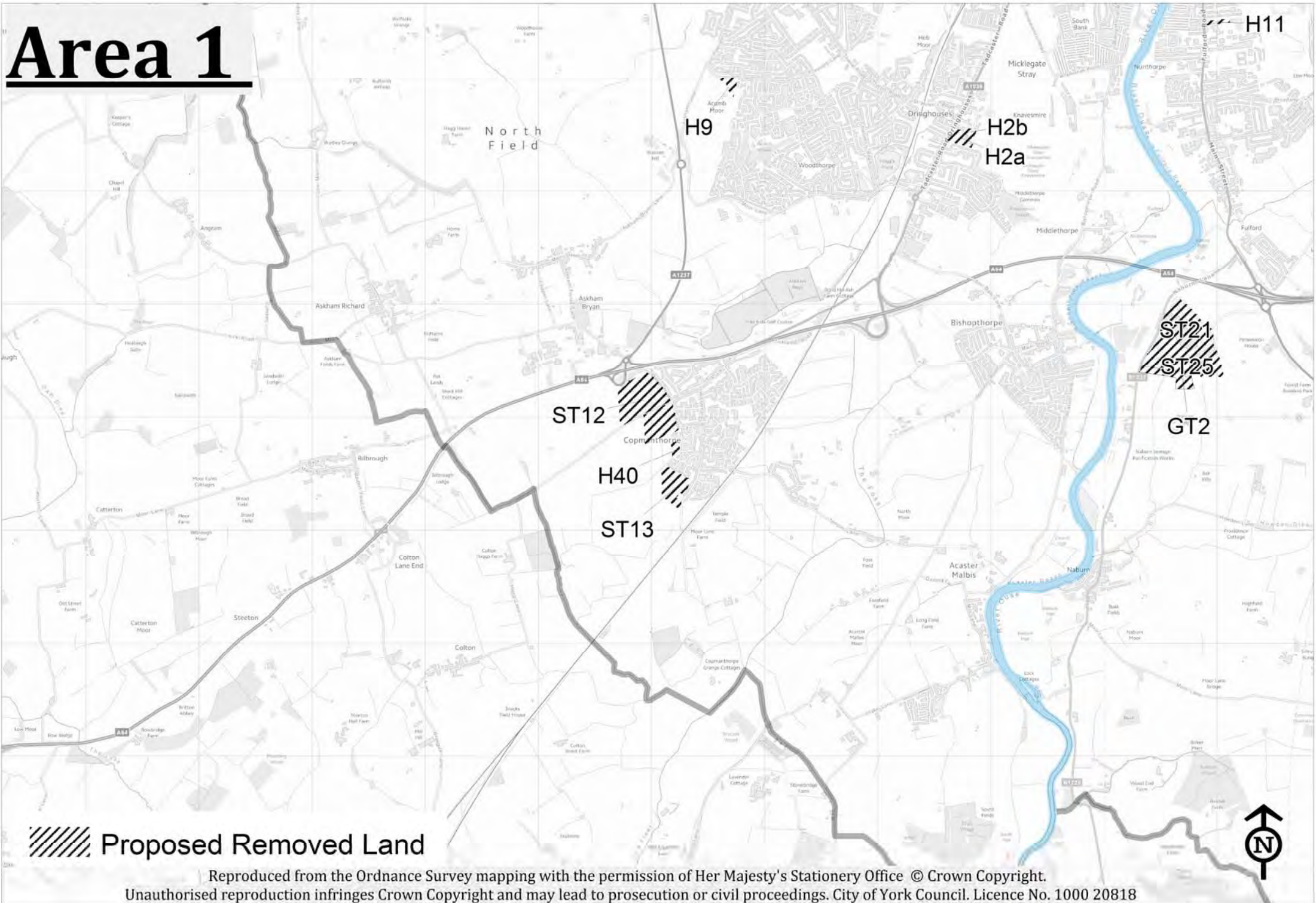
<b>Site Size</b>	8.1 ha
<b>Indicative Site capacity</b>	170 dwellings
<b>Archetype/ Density</b>	Village/rural exceptional archetype (60% @ 35dph)
<b>Proposed allocation</b>	Allocated for residential development for 170 dwellings and 2.5 ha of openspace



<b>Site Ref:</b>	<b>ST31</b>	<b>Site Name:</b>	<b>Land to the South of Tadcaster Road, Copmanthorpe</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment (SHMA)</li> <li>• An area of new open space (2.5ha) has been included within the site. This would provide the opportunity to create a new area of openspace providing amenity space and a children's playspace. There is the opportunity to extend and enhance the local green infrastructure corridor including enhancing links from Copmanthorpe to Askham Bog SSSI along the newly created footway. This would enhance the new tree planting and attenuation wetland area with seating adjacent to the site.</li> <li>• This open space would also create a necessary buffer between the new dwellings and the railway line and A64 embankment. Further detailed noise, air quality and vibration assessments would be required which may influence the final layout/masterplan of the site</li> <li>• The site masterplan will need to reflect the site topography and ensure that the sites visual impact is minimised particularly from the A64 and railway line.</li> <li>• Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the City and surrounding area creating well-connected internal streets and walkable neighbourhoods-, to encourage the maximum take-up of these more 'active' forms of transport (walking and cycling).</li> <li>• Provision of required financial contributions to existing local primary and secondary facilities to enable the expansion to accommodate pupil yield.</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	Grade 3a – High quality		
<b>Commentary</b>			
<p>The site was not previously included with the Publication Draft Local Plan but is included within the emerging Copmanthorpe Neighbourhood Plan as a potential housing site. The site is available with a willing landowner and developer.</p> <p>The site was not previously included as a draft housing allocation as it is located within an area designated in the 2003 York Green Belt Study (Updates 2011 and 2013). The site is part of an 'area preventing coalescence' parcel G3 which extends from Bishopthorpe to Copmanthorpe and northwards to the existing edge of the York main built up area.</p> <p>Further analysis of the site undertaken on the historic character and setting update work considers that the site is severed from the wider G3 area by the East Coast Mainline railway. The site is well contained and is bounded by the existing settlement of Copmanthorpe to the west, the East Coast mainline railway line to the south east and to the</p>			

<b>Site Ref:</b>	<b>ST31</b>	<b>Site Name:</b>	<b>Land to the South of Tadcaster Road, Copmanthorpe</b>
<p>north by Tadcaster Road with the A64 on raised embankment beyond. It is not therefore considered to serve greenbelt purposes.</p> <p>Development of this site would extend the built element of Copmanthorpe to the north east however its impacts are reduced by the containment of the site by the Copmanthorpe feeder road and the East Coast railway line. The site is a large single triangular grass/cropped field. From its north eastern point by the A64 the first half of the field is generally flat but it then starts to gradually rise in a south west direction towards the existing residential properties. The site masterplan will need to reflect the site topography and ensure that the sites visual impact is minimised particularly from the A64 and railway line.</p> <p>The site is located within walking and cycling distance of Copmanthorpe village centre and is close to public transport routes. The site has a good access to open space with access to 4 of the seven open space typologies within the required access distances.</p> <p>There is the potential for two direct accesses into the site – the main access from Tadcaster Road plus the potential for an additional (minor) access off Learmans Way. A transport assessment and subsequent travel plan would need to focus on the potential to integrate the site with the surrounding area, particularly for walking and cycle journeys to the local facilities and encouraging greater use of public transport for journeys further afield to minimise the number of car trips generated. The village is currently served by a bus route running between Leeds, York and the North Yorkshire coast. There is a frequent bus route within 400m of site, but may need to introduce new bus stops to keep maximum walking distance to bus stops within 400m.</p> <p>There is limited capacity to accommodate projected pupil numbers in existing primary and secondary schools but expansion would be possible with the required financial contributions</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 170 houses and therefore is likely to be significantly positive for meeting housing need. This site has good access to services and transport routes adjacent to and in the centre of Copmanthorpe. Consequently, the site scores positively in relation to objectives regarding health, transport, education, equality and accessibility. Potential positives are also identified in relation to reducing the impact on climate change due to the potential for district heating. The site scores more negatively in relation to education given the nursery/primary school are around 800m away. Biodiversity due to being adjacent to Non statutory NC designation sites and it is within 250m of a Statutory Nature Conservation site (SSSI- Askham Bog). The site also scores negatively for land use given that it is greenfield. Negative to significant negative effects are identified for landscape given that development on this site will change the rural setting of Copmanthorpe when approaching from the north along Tadcaster Road and impact on separation from the urban fringe. Mitigation of this would be required through high quality design and landscaping.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p>New site identified for this consultation – no comments previously received.</p>			

# Area 1



 Proposed Removed Land

**Area 1 Sites removed following further analysis.**

Site ref	Site name	Main Reasons											Summary
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues	
H2a	Land at Racecourse, Tadcaster Road									✓		✓	Further consideration of the site has highlighted issues regarding the historical significance of the Pinfold (Grade 2 listed) and its surrounding setting as part of the Tadcaster Road Conservation area. It is considered that whilst it may be possible to develop parts of the site that its development potential is limited by its historical value. In addition there has been no further development of plans to relocate the existing stables to an alternative location and therefore it is considered that the site may not be a deliverable site particularly in the short to medium term.
H2b	Land at Cherry Lane					✓							The site contains mature trees and hedgerows which would impact on the developable area of the site. There is restricted narrow access to the site via Cherry Lane and it is not clear where site access would be taken.
H6	Land R/O The Square											✓	Site has been put forward by the landowners (Wilberforce Trust) for assisted living to provide self contained accommodation for those with visual impairment. Site is not available as a general housing allocation.
H9	Land off Askham Lane				✓								Site is bounded by Foxwood Lane to the north and by the houses and gardens along Stirrup Close and The Gallops

Site ref	Site name	Main Reasons											Summary	
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues		
														to the east. The site is not well contained to the south and west and opens onto open fields currently in paddock use. Given its open nature and lack of containment it is considered to serve greenbelt purposes. The site has two public rights of way running through which give access to open countryside and the site is used by residents as informal recreational space. There is no defined boundary to this site allocation as it is part of a larger agricultural field.
H11	Land at Frederick House, Fulford Road											✓	Further consideration of the site has highlighted issues regarding the site layout and physical constraints which would limit its development potential. The site contains a wooded area at the eastern end of Kilburn Road which would need to be protected. In addition the site is located within the Fulford Road Conservation Area so development would need to ensure that elements that contribute to the significance of this area are not harmed. The wall that runs along the frontage would need to be retained meaning that access to the site would need to share the current access into the Police headquarters. All these factors would require detailed masterplanning and would affect the development capacity of the site.	
H40	Westfields, Copmanthorpe				✓								The site is contained on three sides by existing residential properties. To the north is a small recent development of executive homes with a hedge border and mature trees along the boundary with the site. To the east is Manor	

Site ref	Site name	Main Reasons											
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues	Summary
													<p>Farm Close and Westfield Court with hedge border and trees. To the south is Low Westfield Road which becomes an unmade track and the properties of Wilstrop Farm beyond. The western boundary of the site is uncontained with no defined boundaries on the ground and opens onto a large agricultural field. The site has a rural edge and gives access to open countryside via Low Westfield Road (track). Given its open nature and lack of containment and defined boundaries on the ground to the west of the site it is considered that the site serves greenbelt purposes.</p>
ST12	Land at Manor Heath, Copmanthorpe				✓								<p>The site consists of two large fields split by a country lane (Hagg Lane) and is partially contained by the road/A64 embankment to the north and Manor Heath (road) and residential properties adjacent to the east. To the south of the southern field is a low level field boundary with the western boundary of the southern field also having a low level field boundary. There is no defined boundary along the western boundary of the northern field other than a crop line so the site has a lack of containment and a sense of openness. The site would be a significant intrusion into open countryside and impact on the open and rural edge to Copmanthorpe. There is access to open countryside from the lane running through the site. It is therefore considered that the site serves green belt</p>

Site ref	Site name	Main Reasons											Summary	
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues		
														purposes and that Manor Heath Road should provide the boundary to the greenbelt to the west of Copmanthorpe.
ST13	Land at Moor Lane, Copmanthorpe				✓	✓								Access via existing narrow roads (Moor Lane and Barnfield Way) through residential areas is a constraint and further work will be required to determine whether suitable highway improvements, such as highway / footway widening would be feasible. South end of Barnfield Way stops abruptly at fence line. There would be cumulative impacts with H29. Whilst the site is partially contained by residential properties the development of the site would extend the built edge of Copmanthorpe to the west into open countryside.
ST21	York Designer Outlet													Site was previously identified for 12,000 sqm leisure development subject to detailed impact assessment to assess potential adverse impacts on York City Centre and other sequentially preferable sites. It is considered that given its out of centre location the site should be assessed through the planning application process against relevant policies in NPPF and the emerging Local Plan rather than through specific allocation. Given that D2 uses tend to be located in City Centres or other sustainable locations policies within the plan will seek to guide future D2 development but will not specifically allocate sites for this purpose. Development of the site could also require relocation/re-configuration of the Park and Ride site which would need further detailed technical

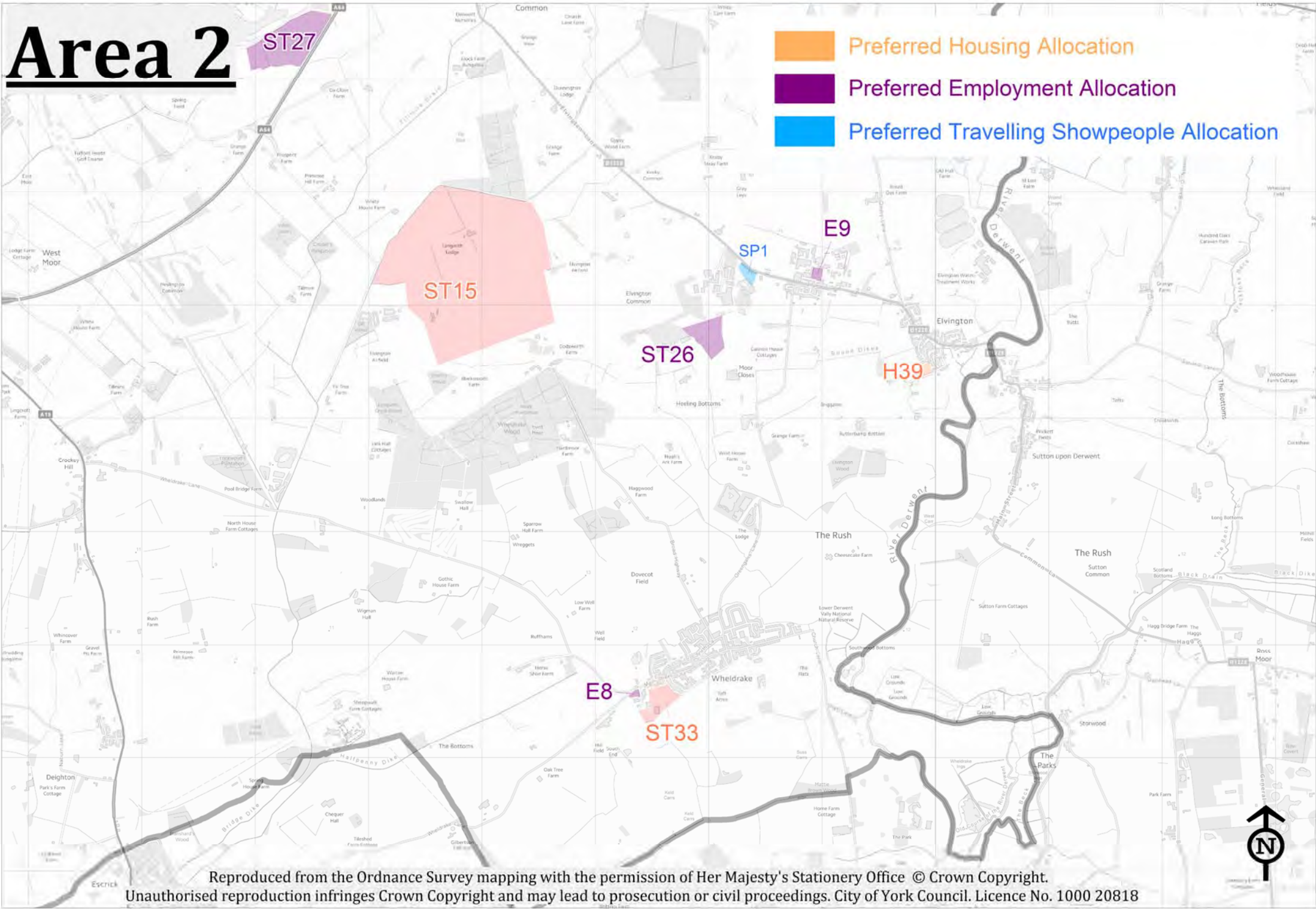
Site ref	Site name	Main Reasons											Summary	
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues		
														assessment.
ST25	South of Designer Outlet				✓									Site was previously identified in the Publication Draft Local Plan as an employment allocation (B1b/B1C/B2/B8) for 9.8ha extension to the south of the existing York Designer Outlet site. Further technical officer consideration of the site in relation to green belt purposes has confirmed that the existing boundary treatment to the south of the existing Designer Outlet site which consists of a belt of mature trees provides a strong defined green belt boundary and helps to screen from the surrounding open countryside. Therefore the development of the proposed site would be contrary to green belt purposes.
GT2	Acres Farm, Naburn				✓									Site was previously identified in the Publication Draft Local Plan as a Gypsy and Traveller sites for a total of 15 pitches. Further technical officer consideration of the site in relation to green belt purposes has confirmed that the existing boundary treatment to the south of the existing Designer Outlet site which consists of a belt of mature trees provides a strong defined green belt boundary and helps to screen from the surrounding open countryside. Therefore the development of the proposed site would be contrary to green belt purposes.



## AREA 2 SITES

Allocation Ref	Site Name	Page Number	Ward Name
<b>Preferred Allocations</b>			
E8	Wheldrake Industrial Estate	57	Wheldrake
E9	Elvington Industrial Estate	59	Wheldrake
H39	North of Church Lane, Elvington	61	Wheldrake
SP1	The Stables Elvington	64	Wheldrake
ST26	Land South of Elvington Airfield	67	Wheldrake
ST27	University of York	70	Fulford & Heslington
ST33	Station Yard, Wheldrake (Previously H49)	74	Wheldrake
ST15	Land to west of Elvington Lane	77	Fulford & Heslington
<b>Potential Removed Sites</b>			
H26	Land at Dauby Lane, Elvington	85	Wheldrake
E7	Wheldrake Industrial Estate	85	Wheldrake
H28	Land to North of North Lane, Wheldrake	86	Wheldrake

# Area 2

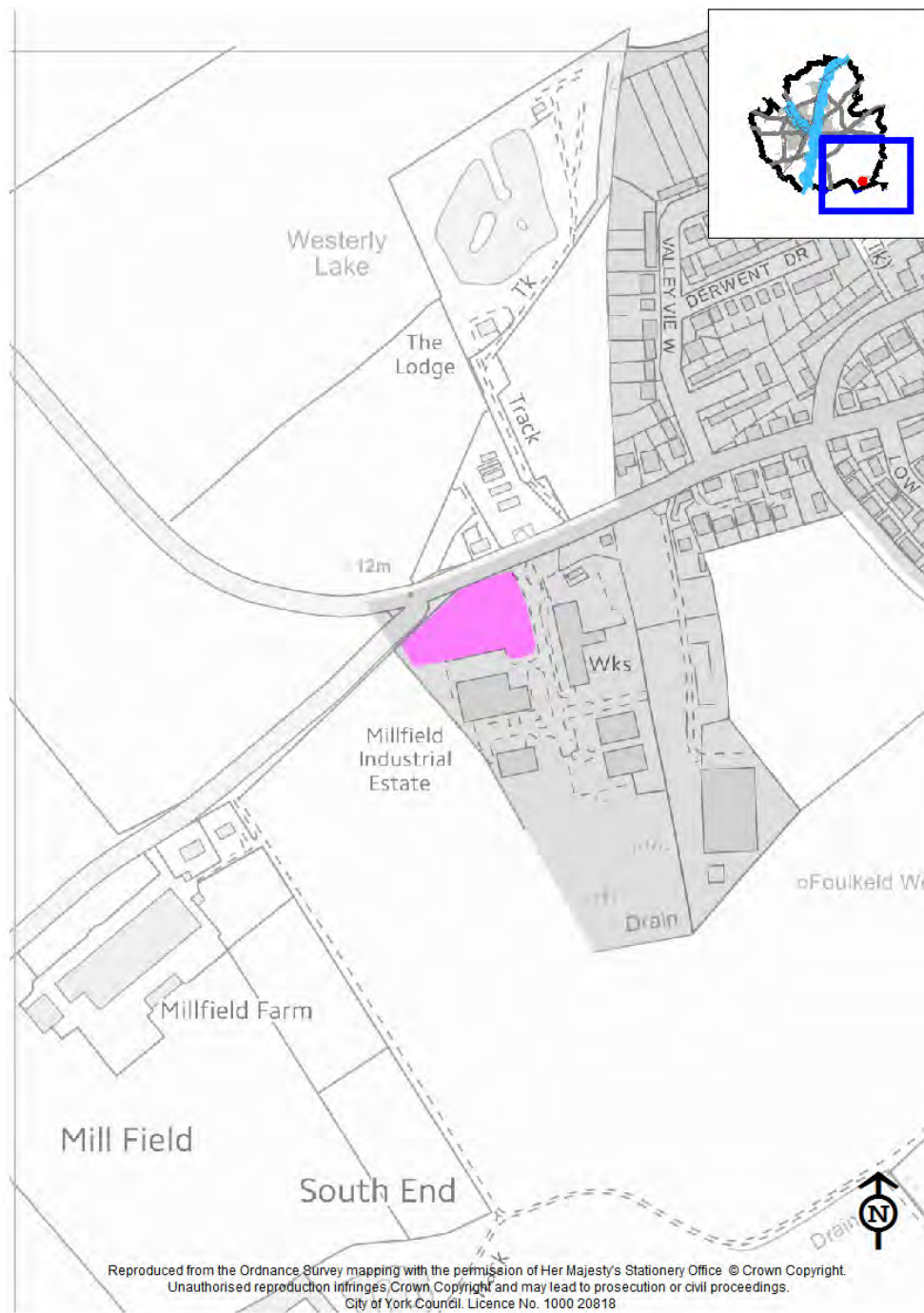


-  Preferred Housing Allocation
-  Preferred Employment Allocation
-  Preferred Travelling Showpeople Allocation

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<b>Site Ref:</b>	<b>E8</b>	<b>Site Name:</b>	<b>Wheldrake Industrial Estate</b>
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**Consultation boundary:**



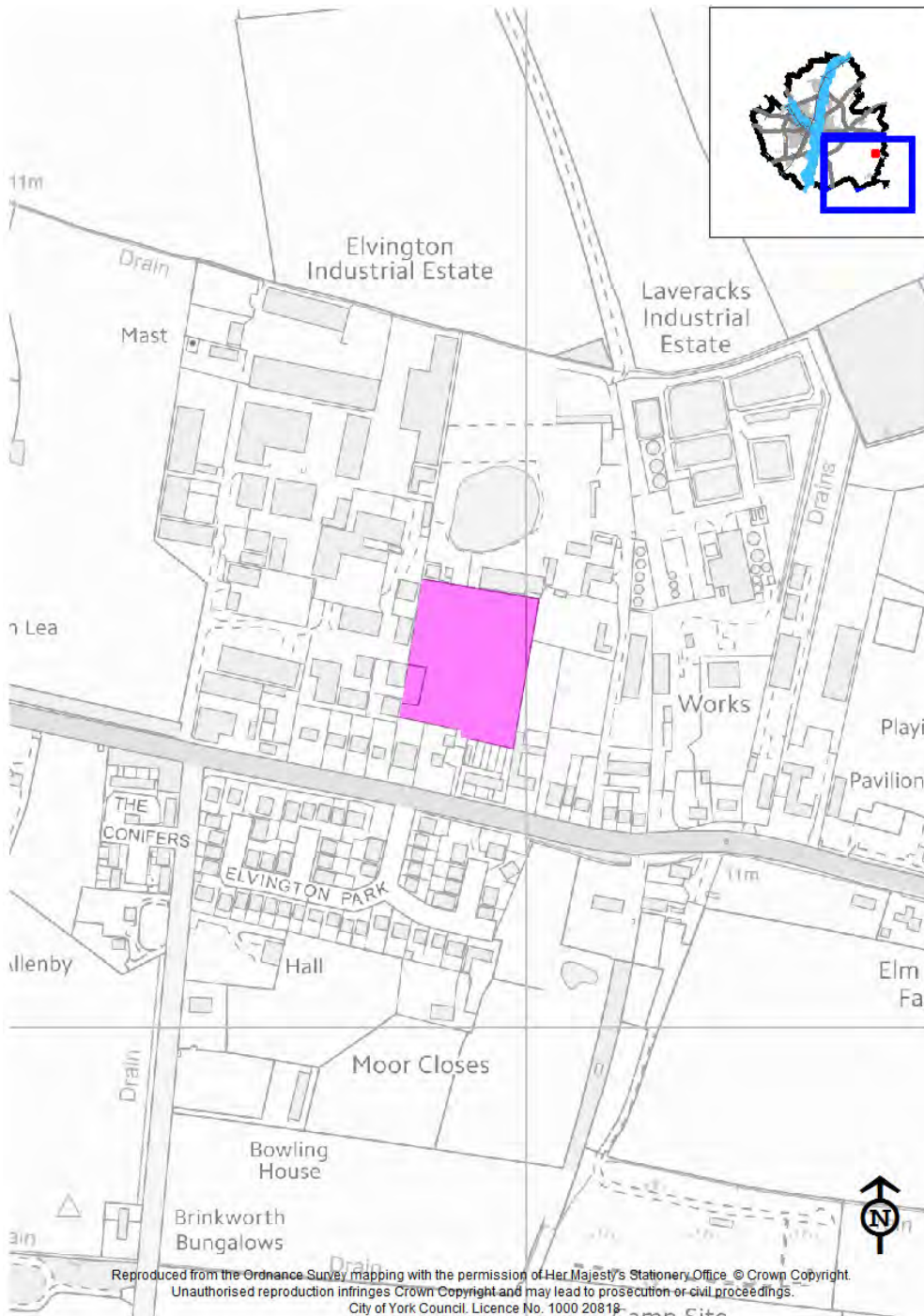
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<b>Site Size</b>	0.45ha (1,800 sqm)
<b>Indicative Site capacity</b>	1,800 sq m Research and Development, light and industrial, storage and distribution (B1b, B1c, B2, B8)
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	1800 Sq m B1b, B1c, B2, B8

<b>Site Ref:</b>	<b>E8</b>	<b>Site Name:</b>	<b>Wheldrake Industrial Estate</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 2		
<b>Commentary</b>			
<p>This site is located at the entrance to Wheldrake Industrial Estate and would provide a natural infill site suitable for B1b, B1c, B2, B8 uses (Research and Development, light industrial, storage and distribution). Whilst the Employment Land Review (ELR) ranks the site fairly lowly in terms of market attractiveness the site is a vacant plot within an existing business park and therefore it is considered appropriate to retain the site as an employment allocation the plan.</p> <p>Access could be from Main Street</p> <p>No site specific constraints identified.</p>			
<b>SA/SEA summary</b>			
<p>This site scores positively in terms of Economy and climate change due to the potential for job creation and provision of district heating. Potential positives are also identified in relation to land use given that the site is brownfield. This site has poor access to services and facilities and consequently score more negatively in terms of access equality and access. Neutral impacts are identified for flood risk, heritage and landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p>9 objections</p> <ul style="list-style-type: none"> <li>• Loss of high grade agricultural land;</li> <li>• Site is on approach to village and development would not be in keeping with rural aspect;</li> <li>• Land available at rear of existing industrial estate which should be developed first;</li> <li>• Site would impact on conservation area and historic nature of Wheldrake village; and</li> <li>• Would result in loss of grassed area.</li> </ul>			

<b>Site Ref:</b>	<b>E9</b>	<b>Site Name:</b>	<b>Elvington Industrial Estate</b>
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**Consultation boundary:**



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<b>Site Size</b>	1 ha (3,980 sqm)
<b>Indicative Site capacity</b>	3,980 sq m Research and Development, light industrial, storage and distribution (B1b, B1c, B2, B8)
<b>Archetype/ Density</b>	N/A

<b>Site Ref:</b>	<b>E9</b>	<b>Site Name:</b>	<b>Elvington Industrial Estate</b>
<b>Proposed allocation</b>	1 ha / 3,980 Sq m B1b, B1c, B2, B8		
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 3		
<b>Commentary</b>			
<p>This site is located within Elvington Industrial Estate and would provide a natural infill site suitable for B1b, B1c, B2, B8 uses (Research and Development, light industrial, storage and distribution). Whilst the Employment Land Review (ELR) ranks the site fairly lowly in terms of market attractiveness the site is a vacant plot within an existing business park and therefore it is considered appropriate to retain the site as an employment allocation the plan.</p> <p>Access could be made off the southern section of the loop road serving Elvington Industrial estate to the west of the site. However this road is unadopted.</p> <p>No site specific constraints identified.</p>			
<b>SA/SEA summary</b>			
<p>This site is likely to create between 50-200 jobs and is therefore likely to have a positive/significant positive outcomes for the economy. This site has predominantly good access to services and facilities and consequently scores positively in relation Health and access. Furthermore, the site is brownfield which is identified as positive for land use. In addition, there is a nursery partly within 400m of the site. Neutral impacts are identified for flood risk, heritage and landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>Objections 3</b>			
<ul style="list-style-type: none"> <li>• This allocation is not sufficient to meet the demand from the Airfield Business Park from businesses who want to locate or re-locate in the south and east of York. The local plan does not adequately recognise local markets and there is no spatial analysis of demand.</li> <li>• Narrow and poor access to the site and would increase traffic congestion.</li> <li>• Sewerage and drainage capacity issues.</li> </ul>			

<b>Site Ref:</b>	<b>H39</b>	<b>Site Name:</b>	<b>North of Church Lane, Elvington</b>
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**Consultation boundary:**



<b>Site Size</b>	0.92 ha
<b>Indicative Site capacity</b>	32 dwellings
<b>Archetype/ Density</b>	Village/rural medium archetype (100% @ 35 dph)
<b>Proposed allocation</b>	Allocated for residential development for 32 dwellings.

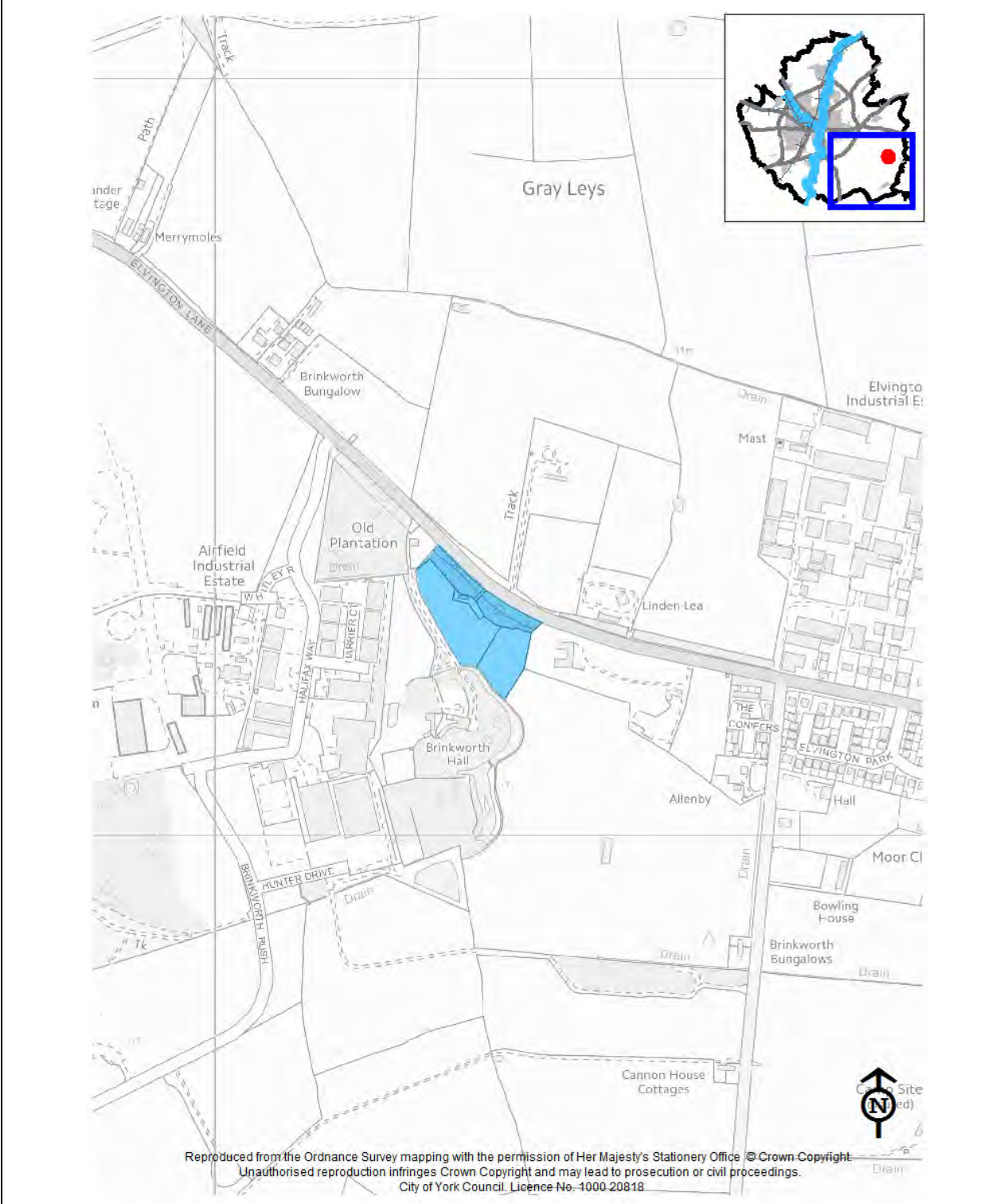
<b>Site Ref:</b>	<b>H39</b>	<b>Site Name:</b>	<b>North of Church Lane, Elvington</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 3c		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H39). The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology) and is well contained.</p> <p>The site is contained by established residential development to the north and east and to the south along Church Lane by an avenue of mature trees. To the west of the site are open fields which would require appropriate landscape treatment to define the western edge and reinforce a strong edge to the village boundary. The site represents a modest extension to the existing village of Elvington and would provide a logical rounding off of the settlement limits. Therefore the site is not considered to serve greenbelt purposes.</p> <p>The site is located within walking and cycling distance of local facilities and is close to public transport routes.</p> <p>The southern hedgerow of the site is SINC quality and should be retained. In addition the trees are subject to TPO's and will require surveying.</p> <p>Access could be made from the southern end of Becksde (existing 5.0m carriageway plus single 2.0m wide footway), but this will route traffic from the site through an existing residential area. Access via Church Lane is not considered viable due to restricted width (3.75m wide single carriageway road with grass verges and intermittent footway. There is insufficient space to widen Church Lane immediately to the east of the site.)</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 32 houses and therefore is likely to be positive for meeting housing need. This site has access to some services and non-frequent transport routes within the centre of Elvington (around 800m). The site scores positively for education due to being within proximity of primary school and a nursery. Potential positives are also identified in relation to reducing the impact on climate change. The site scores more negatively in relation to biodiversity due to being within 250m of a Statutory Nature Conservation Site – River Derwent SAC/SPA/RASMSAR. The site also scores negatively in terms of land use given that the site is greenfield. Neutral impacts are identified for flood risk, heritage and landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			



<b>Site Ref:</b>	<b>H39</b>	<b>Site Name:</b>	<b>North of Church Lane, Elvington</b>
<p><b>52 objections</b></p> <ul style="list-style-type: none"> <li>• Inspector previously concluded that this site served greenbelt purposes and that its development would radically alter the character of the village;</li> <li>• This area is used extensively by residents for walking and horse riders;</li> <li>• Development will negatively affect the character of the village and quality of life for local residents and will destroy the wildlife in the area;</li> <li>• Infrastructure is already at full capacity;</li> <li>• Will add traffic to already congested roads;</li> <li>• Drainage problems already exist and this will exacerbate them;</li> <li>• Becksides is currently a dead end that enables children to play. Additional houses will mean this will have to cease.</li> </ul>			

<b>Site Ref:</b>	<b>SP1</b>	<b>Site Name:</b>	<b>The Stables, Elvington</b>
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**Consultation boundary:**



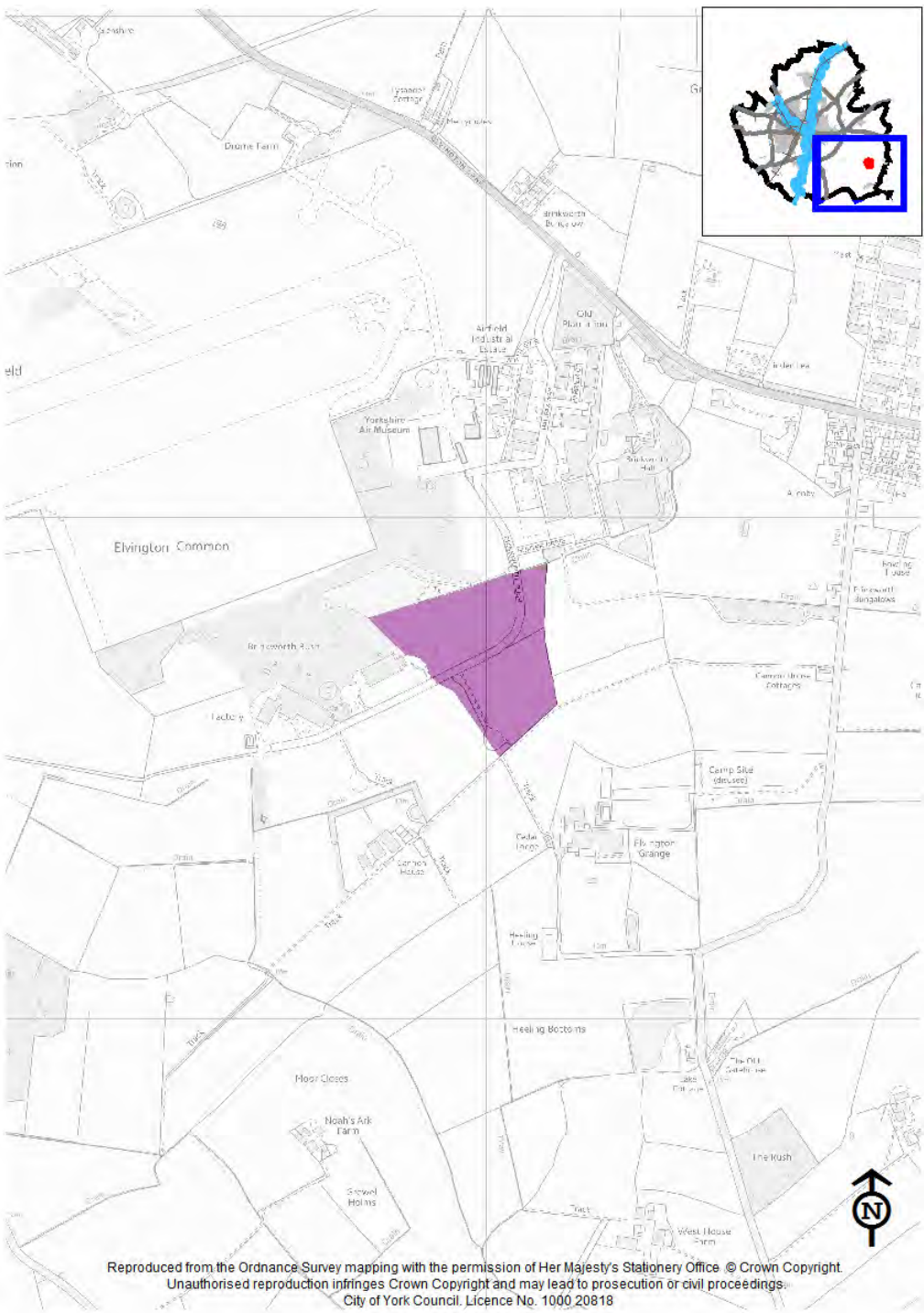
<b>Site Size</b>	1.6 ha
<b>Indicative Site capacity</b>	Up to 3 plots to allow future expansion for the same family
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Up to 3 plots to allow future expansion for the same family

<b>Site Ref:</b>	<b>SP1</b>	<b>Site Name:</b>	<b>The Stables, Elvington</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 3		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a site for Travelling Showpeople for up to 3 plots over the lifetime of the plan. One plot was identified immediately with a further two plots in the same yard for the future expansion of the existing family. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology) and is well contained.</p> <p>The site consists of a roughly triangular field currently used by a single travelling showpeople family through a temporary planning permission (10/02082/FUL) granted at appeal (APP/C2741/A/10/2142092) which included the re-use of the existing stables as storage for showman equipment.</p> <p>There is currently a mobile residential unit and caravan on the northern side of the site which is screened by a tree belt of mature deciduous trees. To the east of the site there is a timber stable block where equipment and touring caravan are stored. To the south west there is a post and rail fence alongside a private drive lined by mature trees leading to Brinkworth Hall and Brinkworth Park House. It is considered that the site is enclosed and has limited visibility to the wider area primarily impacting on the immediate road frontage. This impact is more prominent in Winter owing to the deciduous trees. The site is also open to views from the drive serving Brinkworth Hall but this is screened by mature trees. The airfield development and Elvington Estate to the east of the site have an urbanising influence on the character of the surrounding area. There is scope to create further containment and screening through further landscape treatment. The site is not considered to serve greenbelt purposes.</p> <p>The site is located within walking and cycling distance of local facilities and is close to public transport routes.</p> <p>The site is accessible from Elvington Lane although improved visibility needs further assessment.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>218 Objections:</b></p> <ul style="list-style-type: none"> <li>• Brownfield sites are more appropriate and there should be no permanent dwellings with a maximum stay allowed.</li> <li>• Planning Inspector was very clear in stating that the land should be vacated and revert back to Green Belt by 2016.</li> <li>• Green Belt location, no exceptional circumstances demonstrated.</li> <li>• Inappropriate screening currently around the site.</li> <li>• The development is unsightly and not in keeping with its surroundings. The land is low lying, boggy and liable to flooding and sewage facilities risk contamination.</li> <li>• Detrimental to rural area.</li> <li>• The level of Travellers plots being proposed by the council has not been justified. There is no evidence that the number of sites is required.</li> <li>• Local amenities cannot support this site and is inappropriate given its proximity to</li> </ul>			

Site Ref:	SP1	Site Name:	The Stables, Elvington
<p>existing houses and being in the Green Belt.</p> <ul style="list-style-type: none"> <li>• Could significantly impact the local community and landscape.</li> <li>• Poor and unsuitable access. Planning permission for this site has already been rejected twice by City of York Council and the rejection was confirmed on an appeal by the Planning Inspectorate in 2011.</li> <li>• Site is known to be at risk from flooding and has already been turned down as being unsuitable for residential or employment development.</li> <li>• Travelling Showpersons use large and heavy vehicles which are unsuitable for operation on this type of site and should be based in an industrial area where they could operate in relative safety. The B1228 is already at saturation point and would be further pressured if this development is allowed.</li> <li>• The infrastructure of the village would be seriously affected by any increase in population.</li> <li>• Access is on a particularly dangerous point on the B1228 where a number of accidents have occurred.</li> </ul>			

<b>Site Ref:</b>	<b>ST26</b>	<b>Site Name:</b>	<b>Land South of Elvington Airfield Business Park</b>
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**Consultation boundary:**



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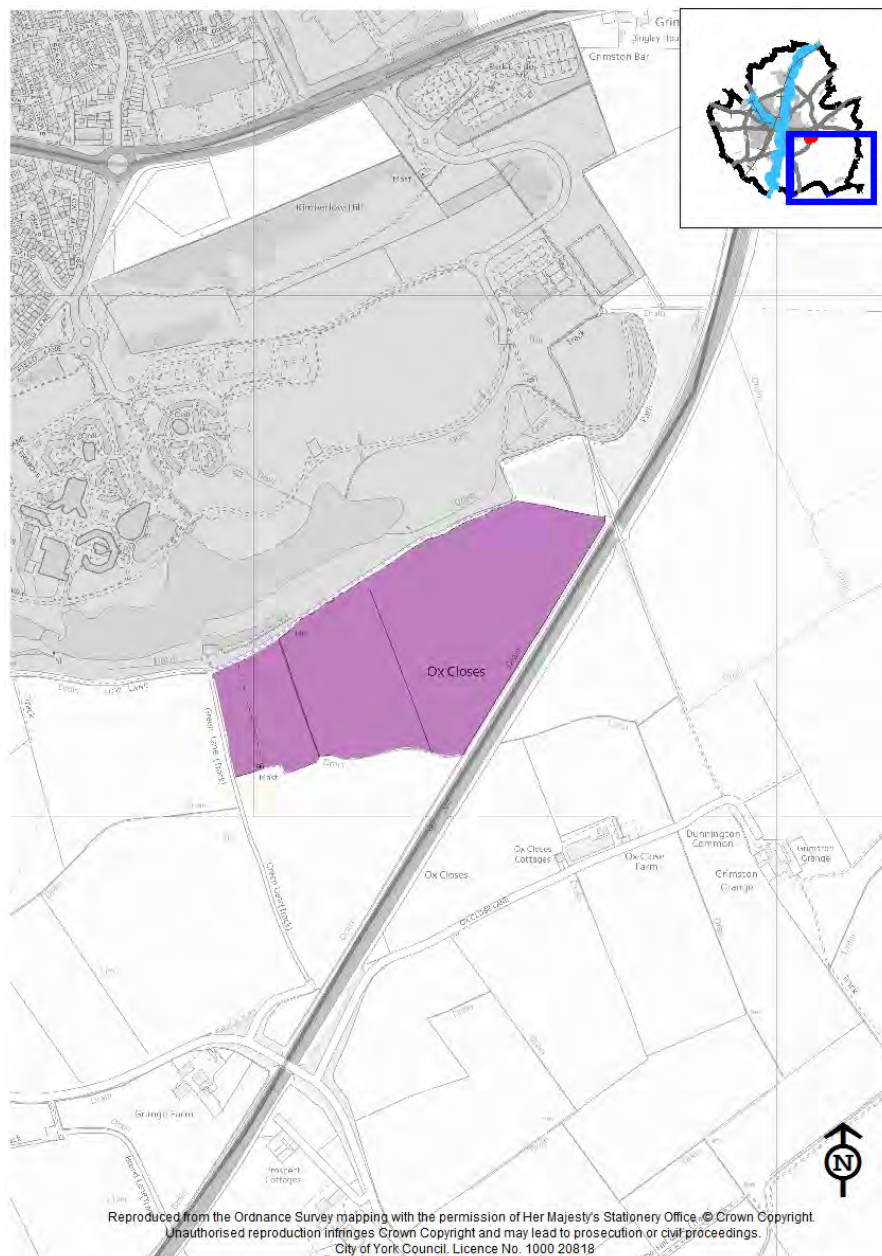
<b>Site Size</b>	7.6 ha
<b>Indicative Site capacity</b>	30,400 sqm Floorspace
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Allocated for 30,400 sqm of B1b, B1c, B2/B8 employment floorspace for research and development, light

<b>Site Ref:</b>	<b>ST26</b>	<b>Site Name:</b>	<b>Land South of Elvington Airfield Business Park</b>
			industrial/storage and distribution
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• Detailed ecological assessment required to manage and mitigate potential impacts</li> <li>• Historic field boundaries should be retained and enhanced where possible and reflected in the masterplanning of the site</li> <li>• Appropriate landscaping/screening required as part of masterplan to assist in mitigation against the loss of semi-rural setting of the airfield</li> <li>• Transport Assessment and Travel Plan required to mitigate impacts on Elvington Lane and Elvington Lane/A1079 and A1079/A64 Grimston Bar junctions</li> </ul>		
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Mix of Grade 2 and Grade 3a		
<b>Commentary</b>			
<p>The site was included in the Publication Draft Local Plan (September 2014) as an employment allocation along with a further area of safeguarded land (SF6) to the west of the proposed site which is now proposed for removal following further assessment of employment demand over the Plan period and beyond.</p> <p>The site does not fall within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology) and has a willing landowner. The existing Airfield Business Park is attractive both to indigenous companies wanting to expand and also for new companies relocating into the area which is reflected in the sites outcome in the Employment Land Review. The park is fully occupied apart from a 1ha area of undeveloped land which has detailed B2/B8 consent. There are currently 28 companies located on the park employing 450+ people. Companies include York Mailing, Paragon Creative, DGP Group and the Potter Group. Evidence submitted indicates there is existing demand for new space (5 current occupiers considering expansion in the next 5 years) and there is a current shortage of B2/B8 units to the south and east of York.</p> <p>The site adjoins the existing free standing Airfield Business Park to the south and west of Elvington Village. The site is partially contained and is a mixture of rough scrubland/grass to the north and west of Brinkworth Rush and predominantly agricultural land (grade 2 and 3a) to the south of Brinkworth Rush. There is an area of woodland to the west of the site along with woodland strips on field boundaries to the south and west which provide a degree of containment. The proposed site represents a limited extension of the built area within a setting that is in part a legacy of the wartime development of the airfield. The site is therefore not considered to serve greenbelt purposes.</p> <p>The site is adjacent to two Sites of Local Interest (SLI) ad designated and candidate Sites of Importance for Nature Conservation (SINC) and surveys have indicated there may be ecological interest around the site itself. The site is also within the River Derwent SSSI risk assessment zone. Detailed ecological assessments are required to manage impacts</p>			

<b>Site Ref:</b>	<b>ST26</b>	<b>Site Name:</b>	<b>Land South of Elvington Airfield Business Park</b>
<p>through the masterplan and subsequent development management process.</p> <p>There is the potential for archaeological deposits on and around the site which would require further investigation. There is also air quality, noise and light pollution and contamination issues which required further assessment although technical assessments carried out to date indicate that these impacts can be appropriately mitigated.</p> <p>The area surrounding the existing Airfield Business Park currently provides a setting for Elvington Airfield and its development would result in a loss of open land and the erosion of the semi-rural setting of the Airfield. Appropriate screening and landscape treatment would assist in mitigation against these impacts.</p> <p>Further work is required to address surface water drainage due to the presence of aquifers, dykes and becks in the surrounding area.</p> <p>The site is adjacent to the existing Airfield Business Park and is a reasonable distance to the A64. The site is suitable for B2/B8 uses as these would produce fewer trips than B1a (office) uses and would be easier to mitigate. The proposal would result in material impacts on the highway network particularly on Elvington Lane and the Elvington Lane/A1079 and A1079/A64 Grimston Bar junctions. Transport Assessment and Travel Plan would be required.</p>			
<b>SA/SEA summary</b>			
<p>This site is likely to create between 400-1500 jobs and is therefore likely to have a significant positive outcome for the economy. It also scores well for climate change due to the potential for district heating. This site scores significantly negatively/negatively for access to transport and Equality and Accessibility given the services and transport connections are over 800m away. There is also a potential negative impact on biodiversity due to being adjacent to Non statutory NC designation sites. It is also within 10m of a pond with the potential for wildlife. The site scores negatively in terms of land use and landscape given that the site is greenfield and could have a potential impact on the landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>173 objections (317 signatures on petition)</b></p> <ul style="list-style-type: none"> <li>• Loss of agricultural land;</li> <li>• Should use brownfield land for industrial development;</li> <li>• No proven need for extra industrial development and there is still vacant units on the existing site;</li> <li>• Increased HGV traffic in village which will have an adverse impact on B1228 and increase noise and air pollution and road safety for residents;</li> <li>• Speed restrictions on Sutton Bridge needed; and</li> <li>• Scale of the proposals is disproportionate for a village</li> </ul>			

<b>Site Ref:</b>	<b>ST27</b>	<b>Site Name:</b>	<b>University of York Expansion Site</b>
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**Consultation boundary:**



<b>Site Size</b>	21.5ha
<b>Indicative Site capacity</b>	20,000 sqm B1b employment floorspace for knowledge based activities and other higher education and related uses
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Allocated for university expansion during the plan period including 20,000 sqm of B1b employment floorspace for knowledge based activities and other higher education and related uses.

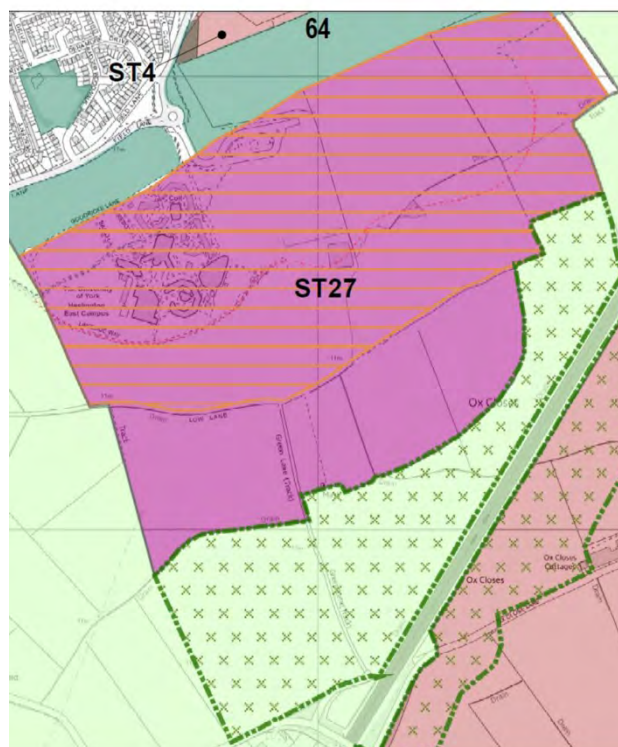


<b>Site Ref:</b>	<b>ST27</b>	<b>Site Name:</b>	<b>University of York Expansion Site</b>
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• The site must create an appropriately landscaped buffer between the site and the A64 in order to mitigate heritage impacts and to maintain key views</li> <li>• The developed footprint (buildings, car parking and access roads) shall not exceed 23% of the total site area</li> <li>• The site should enhance and continue the parkland setting of the existing university campus and any new buildings must be of visual quality and good design</li> <li>• Provision of additional student accommodation provided this is clearly evidenced in terms of demand</li> <li>• Deliver high quality, frequent and accessible public transport services to York City Centre It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport.</li> <li>• Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the City and surrounding area to encourage the maximum take-up of these more 'active' forms of transport (walking and cycling).</li> <li>• Exploit synergies with the proposed new settlement (ST15 Land to the west of Elvington Lane) in terms of site servicing including transport, energy and waste.</li> </ul>		
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Mix of Grade 2 and Grade 3a		
<b>Commentary</b>			
<p>The site has been reduced in size from the Publication Draft Local Plan (September 2014) from 25ha to 21.5ha. This has included the removal of land to the west of Green Lane to increase the distance between the site and Heslington Village and also to provide a defined green belt boundary which helps to maintain views into the southern aspect of York and the setting of Heslington village.</p> <p>The University of York is a key component of the long term success of the city and it is important to provide a long term opportunity for the University to expand. It offers a unique opportunity to attract businesses that draw on the Universities applied research to create marketable products. There is lots of evidence from around the country that shows the benefits of co-location of such businesses with a University. The University proposal is a key priority in the Local Economic Plan (LEP) Growth Deal that has been agreed with the government and is also included as a priority area in York's Economic Strategy which recognises the need to drive University and research led growth in high value sectors. The site will also facilitate the re-configuration of the existing Campus 3 site to provide additional on-campus student accommodation helping to reduce the impacts on the private rented sector.</p> <p>The existing Heslington East campus is designed and established to offer significant proportions of journeys by walking, cycling and public transport. Any future proposals must</p>			

<b>Site Ref:</b>	<b>ST27</b>	<b>Site Name:</b>	<b>University of York Expansion Site</b>
<p>continue this existing provision (including bus services). A detailed transport assessment and Travel Plan would be required to support this allocation.</p> <p>It is essential that an open landscape/parkland setting that reflects the existing University Campus is maintained and enhanced as well as appropriate landscape screening in terms of views to the site from the south and its setting from the A64 to the south and east.</p> <p>A broadly 4 sided site which is generally well contained on 3 sides. The northern boundary is Low Lane, a narrow single track country lane which runs from Heslington in an easterly direction, to the point where it turns northwards towards the University campus. The boundary treatment is a hedge with intermittent trees along its edge. From the point where Low Lane turns northwards, the site boundary heads south east towards the Ring Road and the flyover (track which leads towards Grimston Grange). This part of the boundary is denoted by a post and wire fence at the bottom of an embankment, over looking the new velodrome. From this point, the sites south east boundary runs along the alignment of the Ring Road in a south westerly direction (with hedge &amp; ditch boundary), to the next field boundary, where it cuts across the southern edge of the site. This boundary consists of a hedge field boundary to the point where it meets Green Lane, a narrow track bounded by hedges and trees on both sides, to the point where it meets Low Lane. Green Lane forms the western boundary of the site. The site therefore has defensible green belt boundaries being generally well contained and is not considered to perform green belt purposes.</p> <p>The Heslington East Campus Extended Master Plan (June 2014) shows no additional entry points into the Campus from those already existing (Lakeside Way (bus and cycle only), Field Lane/Kimberlow Lane and Kimberlow Lane running south from Hull Road Grimston Bar Park &amp; Ride link road. The Masterplan also refers to an 'Enhanced road junction for proposed Future Development', which is on the A64 to the south of the site. This proposed future development may provide an opportunity for a further 'restricted/limited' southern access to the University off the A64 (see also ST15). Access to the A64 would require approval of Highways England.</p>			
<b>SA/SEA summary</b>			
<p>This site is likely to provide 20,000sqm of floorspace and create between 500-1200 jobs. It is therefore likely to have a significantly positive impact on the economy. This site currently scores positively in relation services and transport given the proximity of the existing university campus. It also scores positively in relation to climate change given the potential for district heating. The site scores negatively in terms of land use given that the site is greenfield. The site is adjacent to the new lake at the Heslington East Campus and therefore is recognised to score more negatively in relation to proximity to water bodies. Although the site boundary has been reduced towards Heslington, there remains potential negative impact on the landscape given the site's location adjacent to the A64. Mitigation would be required to minimise impacts on the landscape and will require the development of a landscape strategy incorporated into masterplanning. In addition, there is known significant archaeological deposits in this area, which require further investigation to ensure appropriate mitigation is implemented.</p>			

<b>Site Ref:</b>	<b>ST27</b>	<b>Site Name:</b>	<b>University of York Expansion Site</b>
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**The former boundary of this site which was consulted on at preferred Options and FSC:**



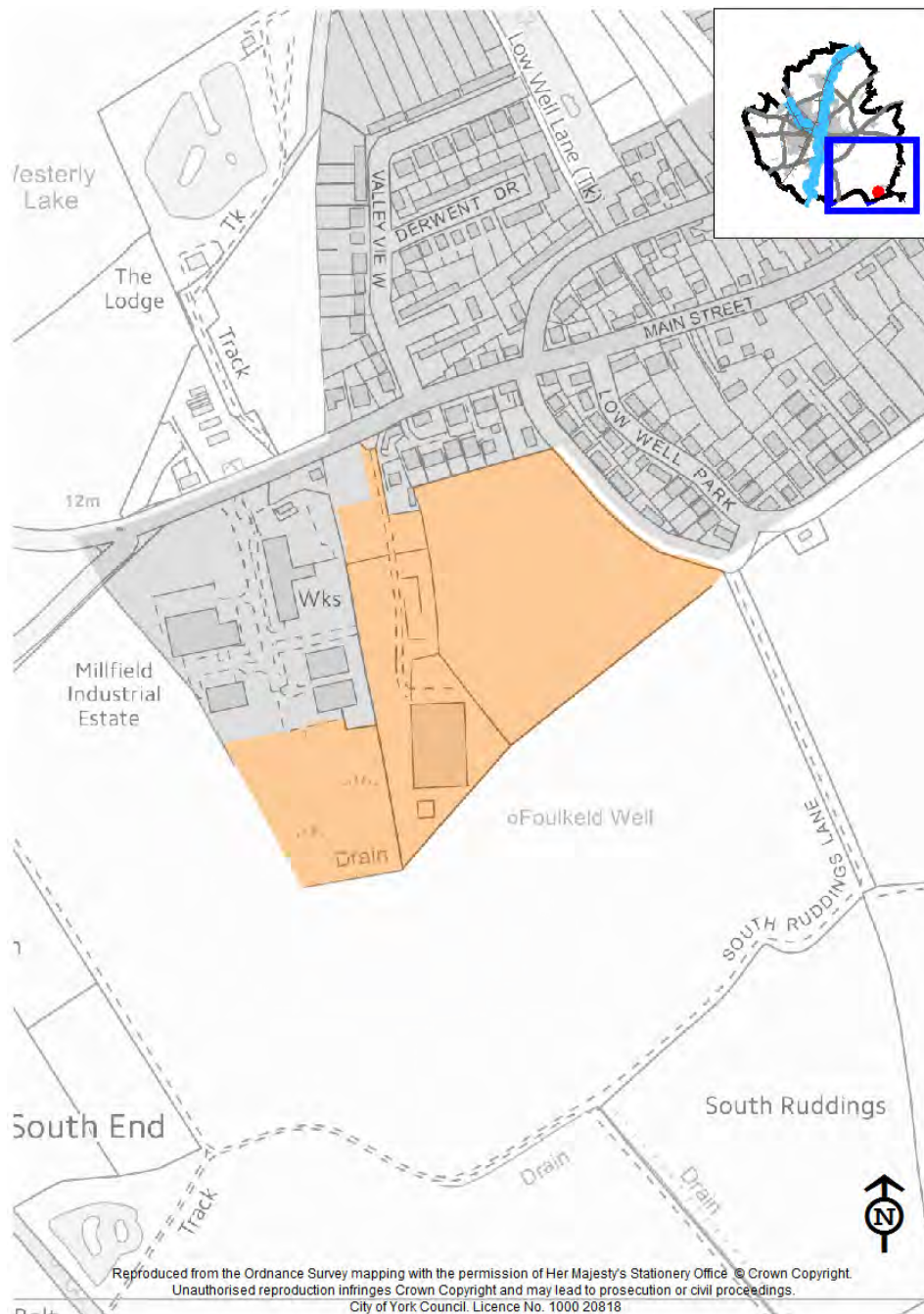
**You told us at Preferred Options/ Further Sites consultations ...**

**40 objections**

- Little or no explanation of how traffic will be distributed. There should be no direct access from the site into Heslington village apart from Field Lane;
- All existing public rights of way should be retained;
- Loss of high quality agricultural land;
- Site forms a vital part of the attractive setting of the city and Heslington village and would radically change the rural character of the area;
- Disproportionally large scale development;
- Would bring development within 130m of the ring road which will harm the character and setting of the city;
- Heslington will cease to be a village.

<b>Site Ref:</b>	<b>ST33</b>	<b>Site Name:</b>	<b>Station Yard, Wheldrake</b>
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**Consultation boundary:**



<b>Site Size</b>	6 ha
<b>Indicative Site capacity</b>	147 dwellings
<b>Archetype/ Density</b>	Village/rural exceptional archetype (70% @ 35dph)
<b>Proposed allocation</b>	Allocated for residential development for 147 dwellings
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment (SHMA) and policies on affordable housing</li> </ul>

<b>Site Ref:</b>	<b>ST33</b>	<b>Site Name:</b>	<b>Station Yard, Wheldrake</b>
		<p>addressing local need for smaller family homes and bungalows/sheltered housing</p> <ul style="list-style-type: none"> <li>• Create new local facilities as required to meet the needs of future occupiers of the development.</li> <li>• Provision of on-site open space to provide additional amenity green space and children’s play facilities for the village of Wheldrake</li> <li>• Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the City and surrounding area creating well-connected internal streets and walkable neighbourhoods-, to encourage the maximum take-up of these more ‘active’ forms of transport (walking and cycling).</li> <li>• Provision of required financial contributions to existing nursery, primary and secondary facilities to enable the expansion to accommodate pupil yield.</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 2		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan but for a smaller site area of 3.89ha and an estimated yield of 108 dwellings. The site area has been extended to include an area of land to the south of the existing industrial estate which is part of the original site submission and offers the opportunity to provide a sustainable extension to Wheldrake Village. The site is available with a willing landowner and developer.</p> <p>The site is located within walking and cycling distance of Wheldrake village which includes a primary school, GP surgery and village shop and the site is located close to public transport routes.</p> <p>A generally well contained site, on the western edge of Wheldrake. The north and north west boundaries of the site are bounded by residential properties and by the existing developments at Wheldrake Industrial Estate. The north east boundary is Back Lane South which has an intermittent hedge. The south eastern boundary is a tall dense hedge, separating the site from the agricultural fields beyond – which runs for most of the southern boundary. However, the south western boundary (south of the industrial estate) appears to be relatively open with no defensible boundary above ground, although it does appear to partially follow a watercourse / ditch, separating the site with open fields to the south. It will therefore be important for the site to establish its own landscape setting. The site will provide a natural extension to the developed settlement form of Wheldrake with clear defensible green belt boundaries.</p> <p>The size of the site has increased since previous assessment but do not expect any major concerns relating to traffic. Need for assessment of public transport including the likely need to uplift bus services and the potential for achieving this uplift. New properties built to</p>			

<b>Site Ref:</b>	<b>ST33</b>	<b>Site Name:</b>	<b>Station Yard, Wheldrake</b>
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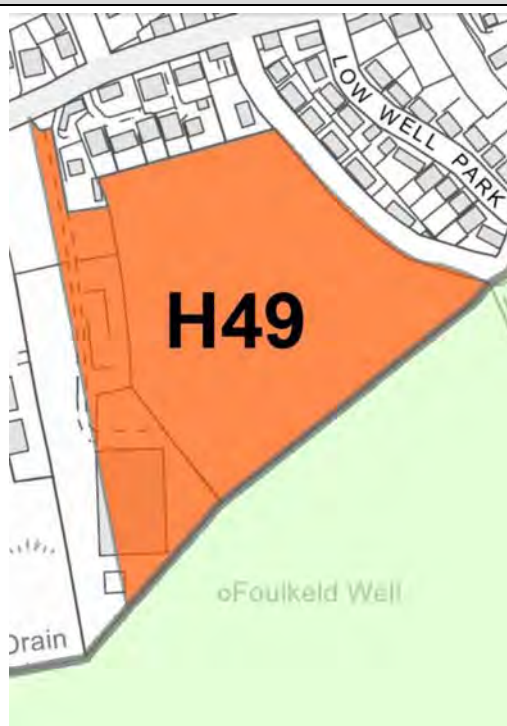
the west of the site access so will need to confirm there is sufficient land available to widen existing access into the site.

There is limited capacity to accommodate projected pupil numbers in existing primary and secondary schools but expansion would be possible with the required financial contributions.

**SA/SEA summary**

The site may provide 147 houses and therefore is likely to be significantly positive for meeting housing need. This site has good access to services and transport routes and therefore scores positively against these objectives. There is also a primary school partly within 800m although no other educational establishments. The site its mixed brownfield/greenfield and therefore has both positive and negative impacts on land use. Neutral impacts are identified for flood risk, heritage and landscape objectives.

**The former boundary of this site which was consulted on at preferred Options and FSC:**

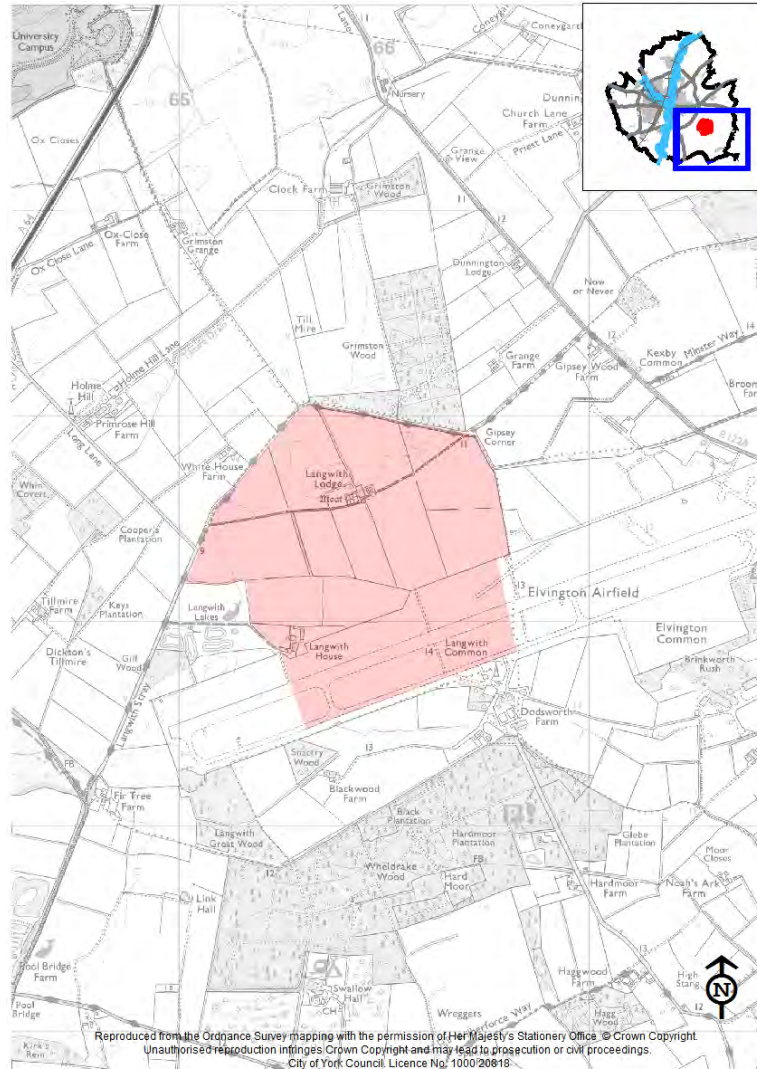


**You told us at Preferred Options/ Further Sites consultations ...**

Site was not included as a housing site at Preferred Options or Further Sites consultation. Further evidence was submitted during the Further Sites consultation and the site was re-assessed and identified as a draft housing allocation (H49) for 108 dwellings in the Publication Draft Local Plan (September 2014).

<b>Site Ref:</b>	<b>ST15</b>	<b>Site Name:</b>	<b>Land to the West of Elvington Lane</b>
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**Consultation boundary:**



<b>Site Size</b>	159 ha
<b>Indicative Site capacity</b>	3,339 dwellings (1610 within plan period to 2032)
<b>Archetype/Density</b>	New Settlement (60% @ 35dph)
<b>Proposed allocation</b>	Allocated for residential development for 3,339 dwellings of which 1610 to be delivered within the plan period to 2032
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment (SHMA) and policies on affordable housing</li> <li>• Creation of a new 'garden' village that reflects the existing urban form of York of the main York urban area as a compact city surrounded by villages</li> </ul>

Site Ref:	ST15	Site Name:	Land to the West of Elvington Lane
			<ul style="list-style-type: none"> <li>• High quality design and masterplan to reflect the existing settlement form of villages around the main urban area of York in-keeping with the existing urban form creating a new 'garden' village</li> <li>• Create strategic greenspace within the site to maintain views of the Minster, the Tillmire Drain and existing woodland.</li> <li>• Provide, as a minimum, no net loss in biodiversity of the site as a result of the development. Impacts on biodiversity will be managed through avoidance, mitigation, or as a last resort, compensatory provision.</li> <li>• Avoid impacts on Heslington Tillmire SSSI, and secure a net gain in biodiversity through: <ul style="list-style-type: none"> <li>• the incorporation of a new 'Habitat Enhancement Area' (HEA) adjacent to the SSSI to mitigate impacts through providing an appropriate buffer incorporating a barrier to the movement of people and domestic pets. A buffer of 400m will be required in order to adequately mitigate impacts unless evidence demonstrates otherwise; and</li> <li>• the provision of an appropriate site wide recreation and access strategy to minimise indirect disturbance from development and compliment the HEA.</li> </ul> </li> <li>• Protect the character, setting and enjoyment of Minster Way</li> <li>• To meet the needs of future residents provide an appropriate range of shops, services and facilities including social infrastructure such as health, social, leisure, cultural and community uses. This should be principally focused around a new local centres</li> <li>• Deliver new on-site education provision to meet nursery, primary and potentially secondary demand, to be assessed based on generated need.</li> <li>• Ensure provision of necessary transport infrastructure to access the site with primary access via the A64 and a potential secondary access via Elvington Lane</li> <li>• Retention of Common Lane/Long Lane/Langwith Stray as cycle/pedestrian routes only to ensure protection of the character of Heslington Village</li> <li>• Provision of dedicated secure access for existing local residents and landowners to be agreed with the community of Heslington</li> <li>• Deliver high quality, frequent and accessible public transport services through the whole site which provide links to new community facilities, as well as to York City Centre and other appropriate service hubs, including University of York. A public transport hub at the local centre should provide appropriate local interchange and waiting facilities for new residents. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport.</li> <li>• Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the City and</li> </ul>



<b>Site Ref:</b>	<b>ST15</b>	<b>Site Name:</b>	<b>Land to the West of Elvington Lane</b>
		<p>surrounding area creating well-connected internal streets and walkable neighbourhoods, to encourage the maximum take-up of these more 'active' forms of transport (walking and cycling).</p> <ul style="list-style-type: none"> <li>• Exploit synergies with the proposed university expansion in terms of site servicing including transport, energy and waste.</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>		Majority flood zone 2. Land in zone 3a excluded from developable area.	
<b>Agricultural Land Zone</b>		Grade 2 and some Grade 3a	
<b>Commentary</b>			
<p>The site will provide a balanced mix of high quality housing as well as an associated local centre, community facilities and an excellent network of green infrastructure, which connects into existing areas of environmental value. Part of the site was included in the Publication Draft Local Plan as site ST15 (Whinthorpe). The site area has been reduced from 392ha to 159ha and the total number of dwellings has been reduced from 4,680 to 3,340. The revised site boundary will deliver 1610 homes over the plan period, and approximately 3,340 dwellings in total. Development is anticipated to commence from 2020 although it is not anticipated that the site will be fully built out until after 2040. The site will be delivered in a phased approach within a comprehensive framework.</p> <p>The site boundary has been amended substantially since the previous Publication Draft being pulled southwards from the A64 primarily to protect the historic character and setting of York retaining views over open countryside as viewed from the A64. This will facilitate the creation of a new 'garden' village that fits well with the existing urban form of York consisting of the compact main urban area of York surrounded by smaller villages. It is therefore consistent with the strategic approach taken to York's greenbelt particularly conserving the historic character and setting of the city.</p> <p>The site boundary also now excludes land within flood zone 3a which was previously within the allocation boundary. In addition the site also includes an element of the Elvington Airfield brownfield site following further ecological assessment work including detailed analysis of the SINC sites. The SINC sites to the western end and the northern margin to the east of the site are both excluded from the proposed boundary. These SINCS are both designated for species rich neutral/acid grassland, fen and scrub and seasonal pools.</p> <p>The site should be masterplanned and delivered to ensure successful integration between plan period development and development that will come forward beyond the plan period. This will include ensuring that community facilities form a coherent, accessible solution for provision across the cumulative site area, and that local infrastructure solutions are robust and future-proofed. Strategic green spaces associated with heritage impact and ecology should be phased in order to allow establishment in advance of key commencements.</p> <p>This is a large free standing settlement covering 159ha and is generally well contained being bounded on most sides by a combination of roads/tracks, deep ditches, trees, woodland, Elvington Airfield and substantial hedgerows. The south eastern and south</p>			

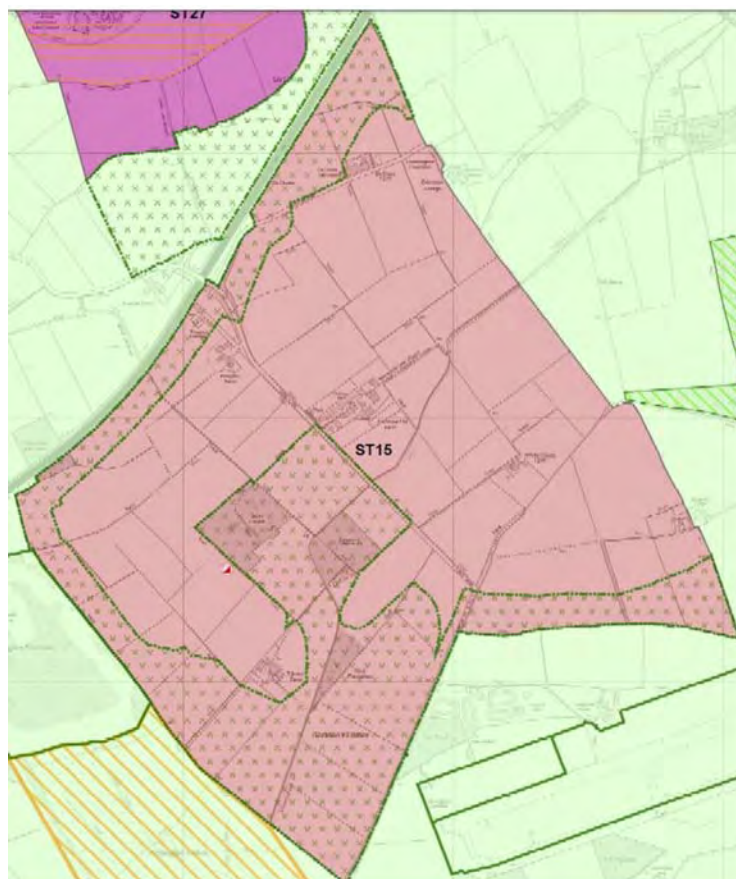
Site Ref:	ST15	Site Name:	Land to the West of Elvington Lane
<p>western boundaries are less well contained so it will be important for the site to establish its own landscape setting through the sites masterplan. The north eastern part of the site is bounded by Grimston Wood, privately owned woodland with nature conservation interest and the Minster Way PROW runs along the northern boundary of the site. It is considered that the revised size and form of the proposal fits well with the existing urban form of York consisting of the main urban area of York surrounded by smaller villages. It is therefore consistent with the strategic approach taken to York's greenbelt particularly conserving the historic character and setting of the city.</p>			
<p>Education and community provision should be made early in the scheme's phasing, in order to allow the establishment of a new sustainable community. New nursery, primary and potentially secondary provision will be required to serve the earliest phases of development. Site phasing should maximise potential for bus access from initial stages, facilitated through the development pump-priming new services. In addition to this, development should exploit any shared infrastructure opportunities arising from the proximity of the site to the University of York, Science Park and Sports Village.</p>			
<p>One of the key challenges for the site are in relation to both sustainable transport and road capacity and the likely significant level of mitigation which we would envisage to be essential for such an allocation to be considered suitable, viable and deliverable.</p>			
<p>The site is broadly bounded by the A64 (approximately 1500m to the north-west), the A19 (approximately 1900m to the south-west) and Elvington Lane (approximately 750m to the north-east). The adopted section of Langwith Stray /Long Lane/Common Lane runs past the western extremity of the site, running north-west to Heslington and south west to its terminus at Fir Tree Farm, located approximately 1100m south-west of the southernmost corner of the site. Wheldrake Lane is approximately 1150m south-west of this point.</p>			
<p>Langwith Stray/Long Lane/Common Lane are very lightly trafficked roads, and could provide pleasant cycle and pedestrian routes from the site to Heslington. There are also several bridleways (e.g. Fordlands Road/ Forest Lane) running through or near the site that might be suitable for use as cycle routes. It is essential that there is no vehicular transport access to Heslington village along these routes to ensure the setting of Heslington village is maintained. Appropriate solutions would need to ensure access is preserved for existing residents and landowners developed in consultation with the community of Heslington.</p>			
<p>A joined up transport approach would need to be taken to consider the site in combination with other potential developments in the city including the University Expansion Site (ST27). The provision of a new junction onto the A64 would remain essential infrastructure for any development in this location. The viability of delivering significant new or improved transport infrastructure must be considered and evidence provided to demonstrate its robustness.</p>			
<p>The capacity of the local highway network including Elvington Lane and junctions is limited. Any large-scale development solely relying on Elvington Lane would not be supported. The alignment of the lane to join the A1079 (Hull Road) will be put forward and should be considered alongside traffic issues on this strategic route and at the Grimston Bar junction.</p>			
<p>Equally, detailed analysis would be required to confirm that sustainable travel options (to avoid the site being heavily car dependent) were realistic and financially sound. The site will</p>			

<b>Site Ref:</b>	<b>ST15</b>	<b>Site Name:</b>	<b>Land to the West of Elvington Lane</b>
<p>require high frequency public transport services based on the overall target of 15% journeys by bus. In order to minimise car use the development would need a robust transport strategy documenting alternative routes including for buses, walking and cycling.</p> <p>Masterplanning should consider how to create a compact, walk (cycle) able place which encourages sustainable internal trips to education, community facilities, shops and employment opportunities. Currently the site has no access to facilities within proximity and would be reliant on new facilities to be constructed as part of any development. We consider that services within 5 to 10 minutes walk should be achievable.</p> <p>It is essential to secure public transport access to and within the site. Providing a south-west to north-east public transport route through the site could reach a large market and ensure that all parts of the site are within 400m of a public transport route. Such a route may also be commercially attractive and could improve access to Elvington using public transport if the route is extended there. The site will need to provide sustainable transport links to existing pedestrian and cycle networks and have a suitable internal layout to maximise walking and cycling permeability. A high quality cycle route into the city centre via Langwith Stray/Long Lane/Common Lane and onward routes from Heslington could be provided and use could be made of the 'Solar System' route (part of the NCN Route 65 and the Trans Pennine Trail). Improvements to cycle facilities on the A19 could also be made.</p> <p>A detailed Transport Assessment will be required to model the predicted traffic implications and assess what impacts would be generated on the surrounding highway network. A Travel Plan will also be required to minimise motor vehicle trip generation but adequate transport links will need to be put in place to make such measures effective. The resultant highway infrastructure and public transport improvements required are likely to be substantial and may have an adverse affect on the viability of the site.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide over 3000 houses and therefore is likely to be significantly positive for meeting housing need. This site currently has poor access to services and facilities. However, due to the scale of the potential development commensurate facilities and transport links would need to be provided as part of any development. The site has the potential for district heating and may therefore have positive impacts on climate change. Negative impacts on biodiversity are also identified due to the proximity of the site to a Statutory Nature Conservation site (SSSI- Heslington Tillmire) and non statutory (SINC) designations on Elvington Airfield. Suitable mitigation would be required to mitigate any identified effects on biodiversity as a result of development. The site is a mix of brownfield and greenfield which is positive and negative for land use. Neutral impacts are identified for flood risk although there is an area of flood zone 3a to the north of the site boundary. The site has the potential for negative impacts on heritage given the potential for archaeological deposits in the area. In addition, there is potential for impacts on historic farms adjacent to/included within the boundary. Any impacts identified should be mitigated by sensitive design. Whilst the boundary has been moved away from the A64 compared to previous iterations, there are still potential negative impacts on the landscape as this would be a new freestanding settlement in an area which is currently open countryside. In addition, although a new settlement simulates the pattern of freestanding settlements around York, the location reduces the separation between the existing villages of Elvington and Wheldrake.</p>			

<b>Site Ref:</b>	<b>ST15</b>	<b>Site Name:</b>	<b>Land to the West of Elvington Lane</b>
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Development in this location may also potentially impact on recreational routes that currently run through open countryside. Mitigation would be required to minimise impacts on the landscape and should be developed as part of a landscape strategy incorporated into masterplanning.

**The former boundary of this site which was consulted on at preferred Options and FSC:**



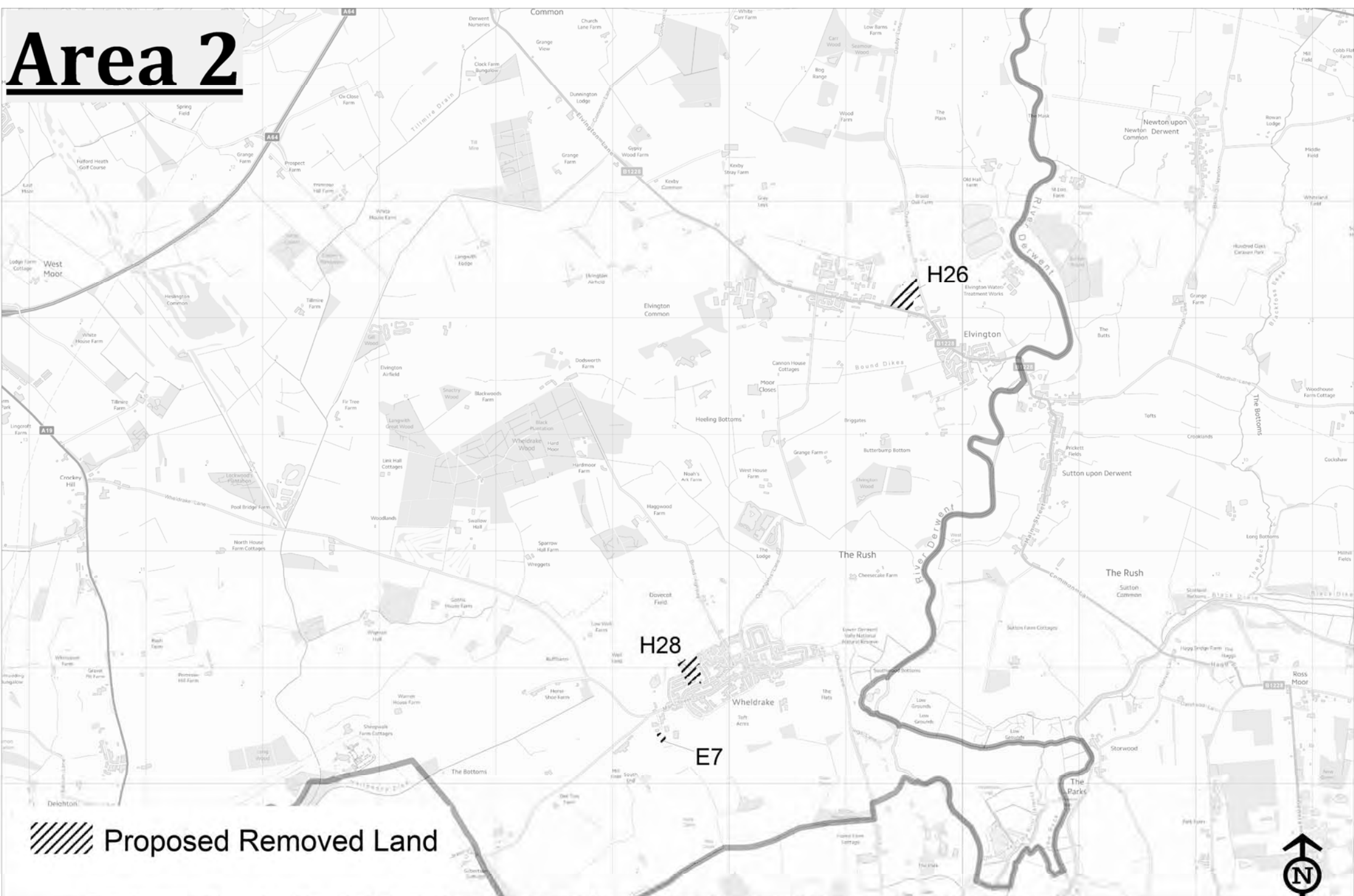
**You told us at Preferred Options/ Further Sites consultations ...**

**374 objections (416 signatures on petition) – former site ST15 (Whinthorpe)**

- Will destroy hundreds of acres of productive farmland;
- Road networks will be unable to cope with the increased traffic, the A64 is frequently gridlocked and the A19 traffic is often at a standstill from Escrick to York;
- Lack of existing infrastructure to support this site;
- Elvington Lane is too small to cope with the traffic from this development;
- Will impact on air pollution and noise;
- Will damage Heslington Tilmire SSSI;
- Land is low lying and very prone to flooding;
- Long Lane is very picturesque and should be protected;
- Bus traffic is indicated to travel from Whinthorpe to York via Common Lane and Heslington Main Street;

<b>Site Ref:</b>	<b>ST15</b>	<b>Site Name:</b>	<b>Land to the West of Elvington Lane</b>
<ul style="list-style-type: none"> <li>• This would totally change the character and rural feel of the area;</li> <li>• Will destroy the view from the south of York and from the established Minster Way footpath that borders the site;</li> <li>• Large proportion of the site is in flood zone 3a and not suitable for development;</li> <li>• Regular flooding on this land and development will push the water further afield into drainage ditches that are at capacity currently;</li> <li>• Development out of character with surrounding area and the city should remain compact surrounded by open countryside;</li> <li>• Concern that this proposal will harm the important breeding birds on Tilmire SSSI and due to changes in surface and ground water flows affect its tall herb fen plant communities.</li> </ul> <p>Question the need for a new community there is scope to provide a greater number of sustainable urban extensions which are better related to existing communities and services</p>			

# Area 2



 Proposed Removed Land

Area 2 Sites removed following further analysis.

Site ref	Site name	Main Reasons											Summary	
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues		
E7	Wheldrake Industrial Estate												√	Site has been re-considered and is now included as part of proposed strategic residential allocation ST33 Station Yard, Wheldrake.
H26	Land at Dauby Lane, Elvington				√									<p>The site is linked to the existing village by the primary school set in open grounds and some existing residential properties. The site is visible from Dauby Lane although there is a well defined hedge and thick tree screen to north west. Elvington Lane is to the southern boundary with a tree belt and to the west there is mature trees/ancient woodland SINC and hedgerows.</p> <p>The site is currently an area of open land lying outside of the main village and settlement boundary and is not well related to the village in terms of shape and character. Its development would extend the village well beyond its current boundaries and would close what is currently an important gap between the edge of the residential area of Elvington village and the industrial estate to the north.</p>

Site ref	Site name	Main Reasons											
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues	Summary
													The site is not considered to be well contained and would result in the existing urban form of Elvington village coalescing with the commercial area at Elvington Industrial Estate. The site is therefore considered to perform greenbelt purposes.
H28	Land to the north of North Lane, Wheldrake					√							Further technical assessment has highlighted limited and difficult access opportunities via North Lane which would require further detailed survey/analysis. The submission of the site included proposed access options via Cranbrooks, North Lane or Valley View which need to be investigated further given they are narrow residential streets. There would also be visibility and footway issues given the narrow access options.



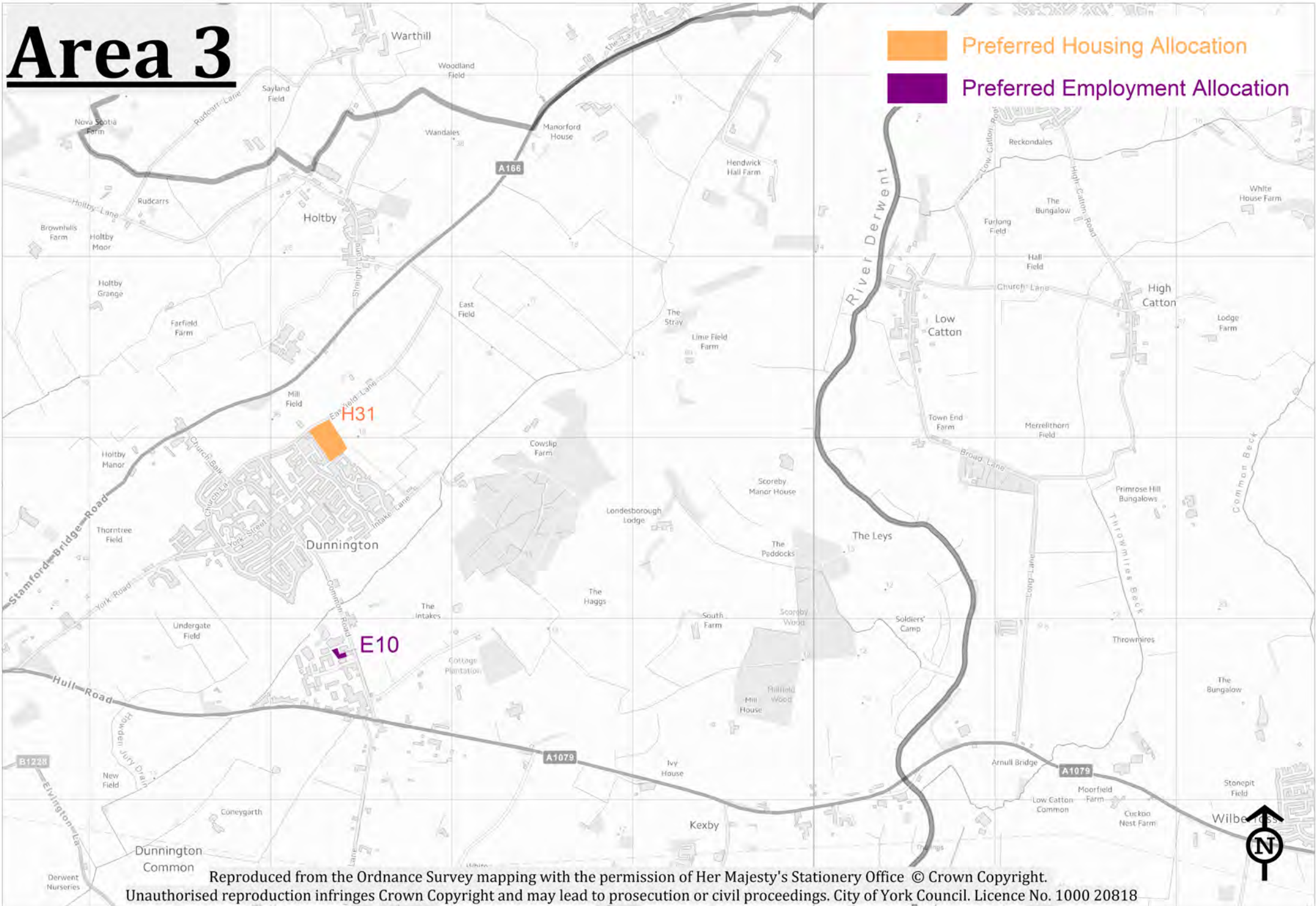
## AREA 3 SITES

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Allocation Ref	Site Name	Page Number	Ward Name
<b>Preferred Allocations</b>			
E10	Chessingham Park, Dunnington	89	Osbalwick & Derwent
H31	Eastfield Lane, Dunnington	91	Osbalwick & Derwent
<b>Potewntial Removed Sites</b>			
H33	Water Tower Land, Dunnington	94	Osbalwick & Derwent
H35	Land at Intake Lane, Dunnington	94	Osbalwick & Derwent

# Area 3

-  Preferred Housing Allocation
-  Preferred Employment Allocation



<b>Site Ref:</b>	<b>E10</b>	<b>Site Name:</b>	<b>Chessingham Park, Dunnington</b>
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**Consultation boundary:**



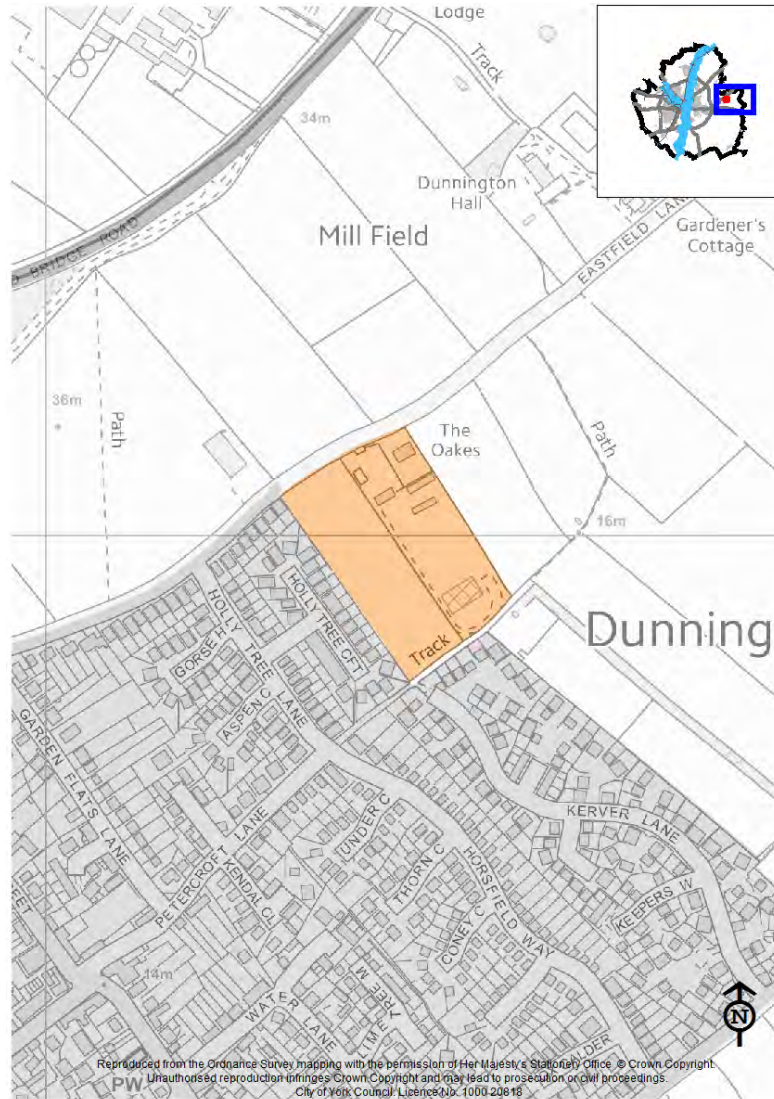
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<b>Site Size</b>	0.24 ha (950 sqm)
<b>Indicative Site capacity</b>	950 sq m light industrial, storage and distribution (B1c, B2, B8)
<b>Archetype/Density</b>	N/A
<b>Proposed allocation</b>	950 Sq m B1c, B2, B8

<b>Site Ref:</b>	<b>E10</b>	<b>Site Name:</b>	<b>Chessingham Park, Dunnington</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 3		
<b>Commentary</b>			
<p>This site is located within the existing business park at Chessingham Park and would provide a small infill site suitable for B1c, B2, B8 uses (light industrial, storage and distribution). The site is a vacant plot within an existing business park and although it is ranked fairly lowly in terms of market attractiveness in the Employment Land Review it is considered appropriate to retain as an employment allocation.</p> <p>Access could be made off Chessingham Park, however the existing spur roads off Chessingham Park leading to the site are unadopted. An alternative access could be made off Foxoak Park, but this is also unadopted.</p> <p>No site specific constraints identified.</p>			
<b>SA/SEA summary</b>			
<p>This site scores positively for the economy given the potential to create up to 100 jobs. This site has good access to services and facilities and consequently scores significantly positively in relation to objectives regarding Health and Transport given its proximity to the village centre and access to bus routes. It also scores positively in relation to Land use given that the site is brownfield within an existing employment area. Neutral Impacts are identified for flood risk, heritage and landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>24 objections</b></p> <ul style="list-style-type: none"> <li>• Will exacerbate existing surface water, drainage and sewerage issues;</li> <li>• Infrastructure in the village is already at capacity including schools, GP's and flood protection system;</li> <li>• Increase in traffic and congestion;</li> <li>• Won't create local employment opportunities;</li> <li>• Adverse impact on Hassacarr Nature Reserve including habitats and bird population;</li> <li>• No evidence of demand for this use or that it will provide local job opportunities to match the local workforce;</li> <li>• Will damage the character of the village; and</li> <li>• Unused units already exist on Chessingham Park, there is no evidence to justify further development is required.</li> </ul>			

<b>Site Ref:</b>	<b>H31</b>	<b>Site Name:</b>	<b>Eastfield Lane, Dunnington</b>
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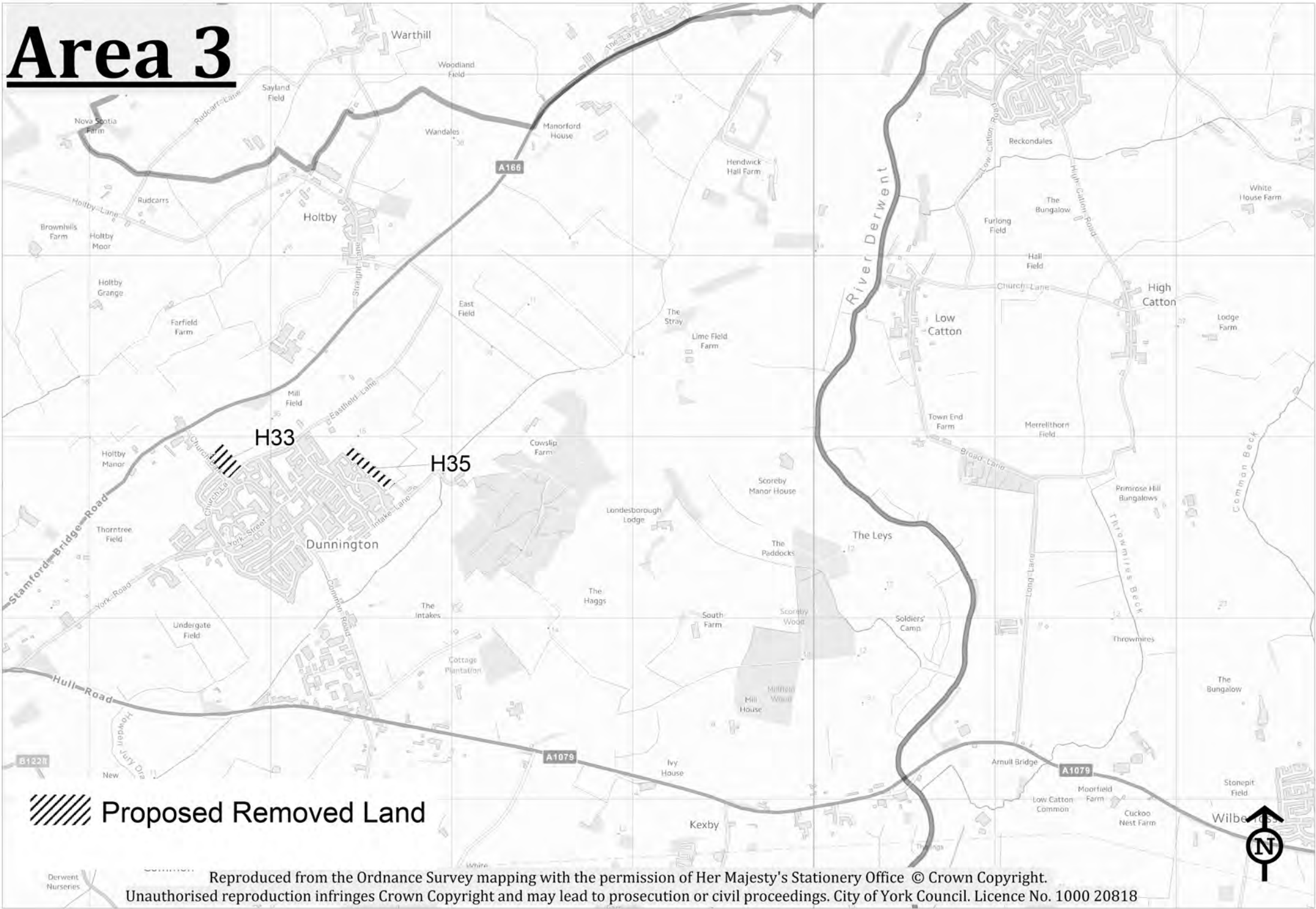
**Consultation boundary:**



<b>Site Size</b>	2.51 ha
<b>Indicative Site capacity</b>	84 dwellings
<b>Archetype/ Density</b>	Village/rural large archetype (95% @ 35dph)
<b>Proposed allocation</b>	Allocated for residential development for 84 dwellings.
<b>Further Considerations</b>	
<b>Flood Zone</b>	Flood Zone 1 – Low risk
<b>Agricultural Land Zone</b>	Grade 2

<b>Site Ref:</b>	<b>H31</b>	<b>Site Name:</b>	<b>Eastfield Lane, Dunnington</b>
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H31). The site is available with a willing landowner and developer. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology) and is well contained. To the west the site is bordered by existing residential properties (Holly Tree Croft) and partly to the south by Kerver Lane. To the north the site is bounded by Eastfield Lane (hedged). A public right of way (PROW) runs immediately south of the site along a track. The eastern part of the site is currently in use as storage for agricultural machinery and to keep livestock. Given the development already along two of the sites boundaries it is considered that the site relates well to the existing built form of Dunnington and it is not considered to perform greenbelt purposes.</p> <p>The site is located within walking and cycling distance of Dunnington village centre and is close to public transport routes.</p> <p>There may need to be improvements to the Eastfield Lane/Church Balk junction. The carriageway and footway width/provision on Eastfield also require further survey/assessment. Highway improvements (including carriageway widening within site boundary) would be required.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 84 houses and therefore is likely to be positive for meeting housing need. This site has good access to services and facilities within the centre of Dunnington. Consequently the site scores positively in relation to objectives regarding health, transport, equality and accessibility. The site scores more negatively in relation to education as there are no schools within 800m of the site. The site also scores negatively in relation to land use given that the site is greenfield. Neutral effects are identified for flood risk, heritage and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>60 objections</b></p> <ul style="list-style-type: none"> <li>• Any more housing in Dunnington requires additional sporting provision;</li> <li>• Will harm village character and setting;</li> <li>• Should be tied to a legal agreement that all livestock activity including adjacent land should cease so as to remove conflict with residential amenity;</li> <li>• Will create a greater need for additional retail, education and leisure facilities</li> <li>• Needs further investigation into the state of the sewerage system and surface water run off as well as a full transport assessment;</li> <li>• If more house required they should be built on the area of search for Gypsy and Traveller on Common Road (Site 9)</li> </ul>			

# Area 3



 Proposed Removed Land

**Area 3 Sites removed following further analysis.**

Site ref	Site name	Main Reasons										Summary	
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology		Willing Landowner/ Deliverability issues
H33	Water Tower Land, Dunnington				√								Following further technical officer consideration it is considered that the site would extend the existing village settlement boundary beyond Church Lane/Eastfield Lane and to the east of Church Balk and would encroach into open countryside therefore conflicting with greenbelt purposes. The creation of defensible greenbelt boundaries would also be difficult for related reasons. The site is partially contained by trees but this is intermittent with views into the site from Church Balk. The site also forms part of York Moraine which contributes to the historic character and setting of the village.
H35	Land at Intake Lane, Dunnington					√							Following further technical officer consideration it is considered that access constraints are a showstopper to site delivery. The site is landlocked and would require purchase of additional land outside of the submitted site boundary in order to gain adequate access to the site.

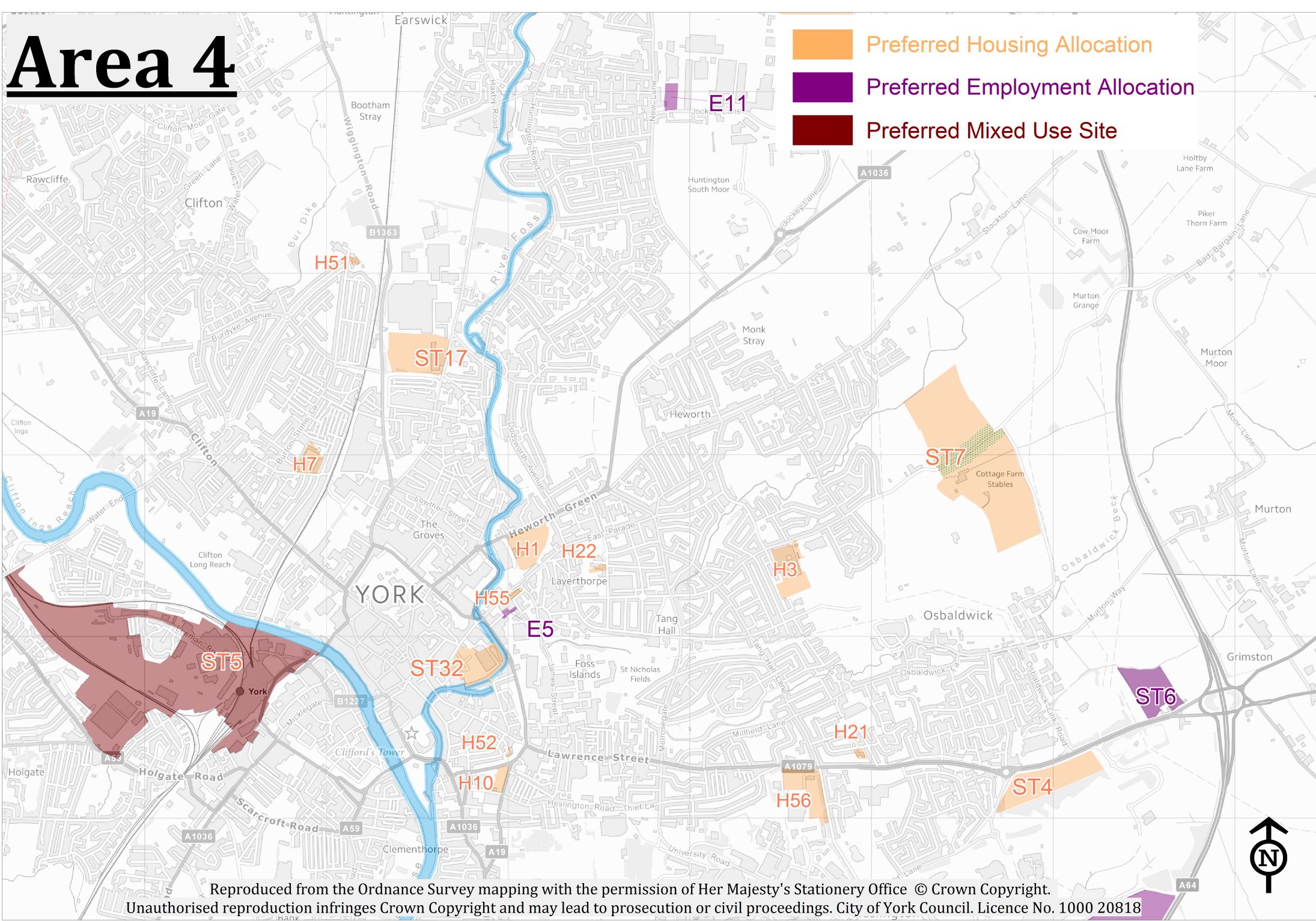


## AREA 4 SITES

Allocation Ref	Site Name	Page Number	Ward Name
<b>Preferred Allocations</b>			
E5	Land at Layerthorpe/James Street (2)	97	Guildhall
E11	Annamine Nurseries	99	Huntington & New Earswick
H1	Former Gas Works, Heworth Green	101	Guildhall
H3	Burnholme School	103	Heworth
H7	Bootham Crescent	106	Clifton
H10	Barbican	108	Fishergate
H21	Woolnough House	110	Hull Road
H22	Heworth Lighthouse	112	Heworth
H51	Morrell House EPH	114	Clifton
H52	Willow House EPH	116	Guildhall
H55	Land at Layerthorpe (former site E4)	118	Guildhall
H56	Land at Hull Road (Former site E15)	120	Hull Road
ST4	Land adj Hull Road	123	Hull Road
ST5	York Central	126	Holgate
ST6	Land North of Grimston Bar	131	Osbaldwick & Derwent
ST7	Land East of Metcalfe Lane	135	Osbaldwick & Derwent
ST17	Nestle South	141	Guildhall
ST32	Hungate (Formerly E1/MU1)	145	Guildhall
<b>Potential Removed Sites</b>			
H12	Land R/O Stockton Lane/Greenfield Park Drive	149	Heworth Without
H19	Land at Mill Mount	149	Micklegate
H25	Heworth Green North	150	Guildhall
H50	Land at Malton Road	150	Huntington & New Earswick
ST11	Land at New Lane Huntington	151	Huntington & New Earswick
ST30	Land to North of Stockton Lane	152	Heworth
H23	Grove House EPH	152	Guildhall

# Area 4

-  Preferred Housing Allocation
-  Preferred Employment Allocation
-  Preferred Mixed Use Site



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<b>Site Ref:</b>	<b>E5</b>	<b>Site Name:</b>	<b>Land at Layerthorpe/James Street</b>
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**Consultation boundary:**



<b>Site Size</b>	0.2ha/900 sq. m
<b>Indicative Site capacity</b>	900 sq. M Light industrial/storage and distribution (B1c/B2/B8)
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Allocated for Light Industrial/storage and distribution

<b>Site Ref:</b>	<b>E5</b>	<b>Site Name:</b>	<b>Land at Layerthorpe/James Street</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 , 2 and 3a		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic employment allocation (E5) for 900 sq. m. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site is in an existing employment area and would be suitable for small scale business uses including B1c and B2 uses. Whilst the site does not rank highly in the Employment Land Review it is a vacant plot within an existing employment area and it is therefore considered appropriate to include as an employment allocation in the plan.</p> <p>Access could be made off Foss Islands Road via Mansfield Street.</p>			
<b>SA/SEA summary</b>			
<p>This site scores positively for the economy given the potential to create up to 100 jobs. This site has good access to transport routes and facilities. Consequently it scores positively in relation to objectives regarding Health, Transport and Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change and in terms of land use given that the site is brownfield. Neutral Impacts are identified for flood risk, heritage and landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>0 objections</b>			

<b>Site Ref:</b>	<b>E11</b>	<b>Site Name:</b>	<b>Annamine Nurseries, Jockey Lane</b>
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**Consultation boundary:**

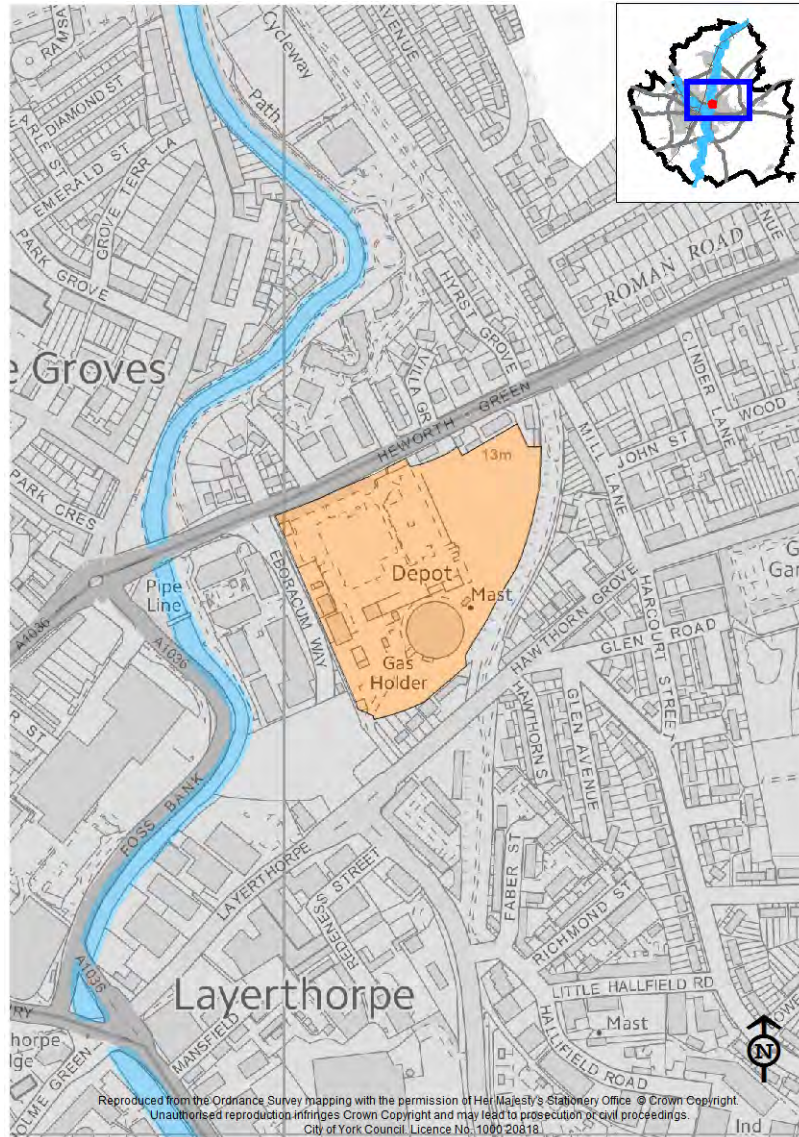


<b>Site Size</b>	1ha / 4,150 sq. m
<b>Indicative Site capacity</b>	4,150 sq. M
<b>Archetype/ Density</b>	
<b>Proposed allocation</b>	Allocated for B1c/B2/B8 (including element of B1a if

<b>Site Ref:</b>	<b>E11</b>	<b>Site Name:</b>	<b>Annamine Nurseries, Jockey Lane</b>
		associated with existing use)	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic employment allocation (E11) for 4,500 sq.m of light industrial / storage and distribution including an element of B1 a (office) if associated with the existing Portakabin operation). The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site is located within a wider employment/commercial area and would be suitable for the expansion of the adjacent Portakabin operation or for other similar operations within B1a/B1c/B2 uses. Whilst the site does not rank highly in the Employment Land Review it is a vacant plot within an existing employment area and it is therefore considered appropriate to include as an employment allocation in the plan.</p> <p>The site can be accessed from Jockey Lane and is accessible to public transport routes including the Park and Ride at Monks Cross.</p>			
<b>SA/SEA summary</b>			
<p>This site has good access to services and transport due to the proximity of Monks Cross. Consequently this site scores positively in relation to objectives regarding Health, Transport and Equality and Accessibility. The site scores negatively for land use given that the site is greenfield. Impacts on heritage and landscape are likely to be neutral given the urban location of the site and the surrounding uses. Neutral impacts are identified for flood risk, heritage and landscape.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>2 objections</b>			
<ul style="list-style-type: none"> <li>• Policy EMP2 should be amended to include B1a office use in the range of use that can be accommodated on the site.</li> <li>• Before any further development takes place in the Huntington area the outer ring road needs priority for a dual carriage way and also the A64 to Scarborough as there is already congestion at peak times.</li> </ul>			

<b>Site Ref:</b>	<b>H1</b>	<b>Site Name:</b>	<b>Former Gas Works, Heworth Green</b>
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**Consultation boundary:**



<b>Site Size</b>	3.54 ha
<b>Indicative Site capacity</b>	336 dwellings
<b>Archetype/ Density</b>	City Centre/City Centre Extension large archetype (95% @ 100dph)
<b>Proposed allocation</b>	Allocated for residential development for 336 dwellings.

<b>Site Ref:</b>	<b>H1</b>	<b>Site Name:</b>	<b>Former Gas Works, Heworth Green</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Part Flood Zone 1 and Part Flood Zone 2		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H1) for 283 dwellings. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology). The site is previously developed land.</p> <p>This site had 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. Representations received from the landowners through the Further Sites Consultation (Summer 2014) confirmed that the two landowners (Northern Gas Networks and National Grid Property) were agreeing disposal of the site to bring the site to market. They also confirmed a physical engineering solution to rationalise the operational equipment and facilitate site remediation.</p> <p>The site is adjacent to the Foss corridor and cycle path corridor which would need to be taken into account when master planning the site. A Tree survey would also be required along the Heworth Green frontage.</p> <p>Highways matters were agreed through the previous scheme but would need further assessment based on the revised site allocation and yield. A transport assessment would be required.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 336 houses and therefore is likely to be significantly positive for meeting housing need. This site has good access to services and facilities in the city centre as well as transport routes. The site consequently scores significantly positively in relation to objectives regarding health, transport, education, equality and accessibility. Land use objectives are also positive as this is a reuse of a brownfield site although there may be contamination due to the sites former use. Negative effects against the heritage are identified due to the location of a known roman burial site within the site boundary and the potential for archaeology. Neutral effects are identified for biodiversity, flood risk and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>1 objection</b></p> <ul style="list-style-type: none"> <li>Allocation should cover the entirety of the site and not exclude the north western corner</li> </ul>			



<b>Site Ref:</b>	<b>H3</b>	<b>Site Name:</b>	<b>Burnholme School</b>
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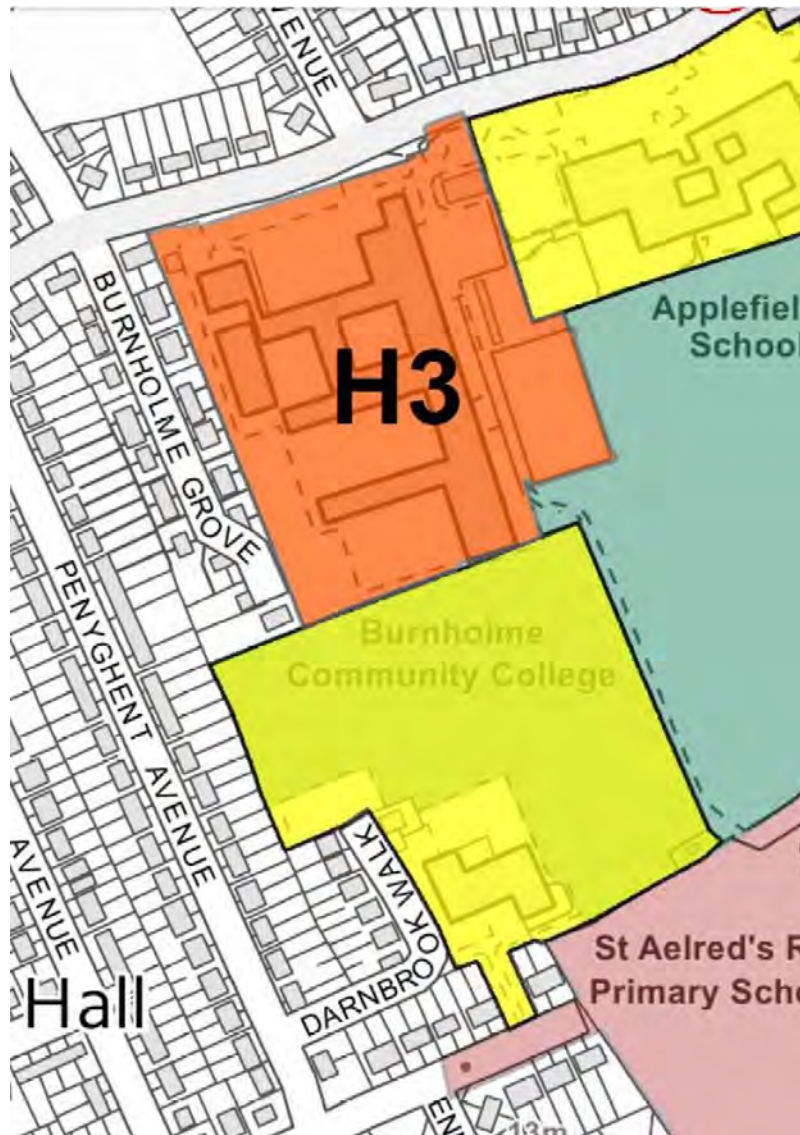
**Consultation boundary:**



<b>Site Size</b>	1.7 ha (residential component). Total site size 4ha
<b>Indicative Site capacity</b>	81 dwellings
<b>Archetype/ Density</b>	Urban large archetype (95% @ 50dph)
<b>Proposed allocation</b>	Allocated for residential development for 81 dwellings.

<b>Site Ref:</b>	<b>H3</b>	<b>Site Name:</b>	<b>Burnholme School</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H3) for 25 dwellings. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The revised estimated site capacity of 81 dwellings on a 1.7ha element of the site reflects the latest masterplan for the site. The overall site will include provision of a new care home, community health hub, community and library facilities, residential and sports uses. The development of the 1.7ha element of the site for residential is subject to the approval of the Secretary of State for Education for the disposal of the former playing field land.</p> <p>The site has access to bus routes and cycle and pedestrian routes. A full transport assessment would be required to look at access options.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 80 houses and therefore is likely to be positive for meeting housing need. This site has access to services and facilities as well as transport connections and consequently scores positively in relation to objectives regarding health, education, transport and equality and accessibility. Positive effects on land use are also identified given that the site is predominantly brownfield. Neutral impacts are identified on biodiversity, flood risk, heritage and landscape objectives.</p>			
<b>The former boundary of this site which was consulted on at preferred Options and FSC:</b>			

<b>Site Ref:</b>	<b>H3</b>	<b>Site Name:</b>	<b>Burnholme School</b>
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**You told us at Preferred Options/ Further Sites consultations ...**

- 2 objections**
- Why is this site identified for residential development if it designated for elderly care?
  - No consideration seems to have been given to future school needs in the Derwenthorpe area.

<b>Site Ref:</b>	<b>H7</b>	<b>Site Name:</b>	<b>Bootham Crescent</b>
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**Consultation boundary:**



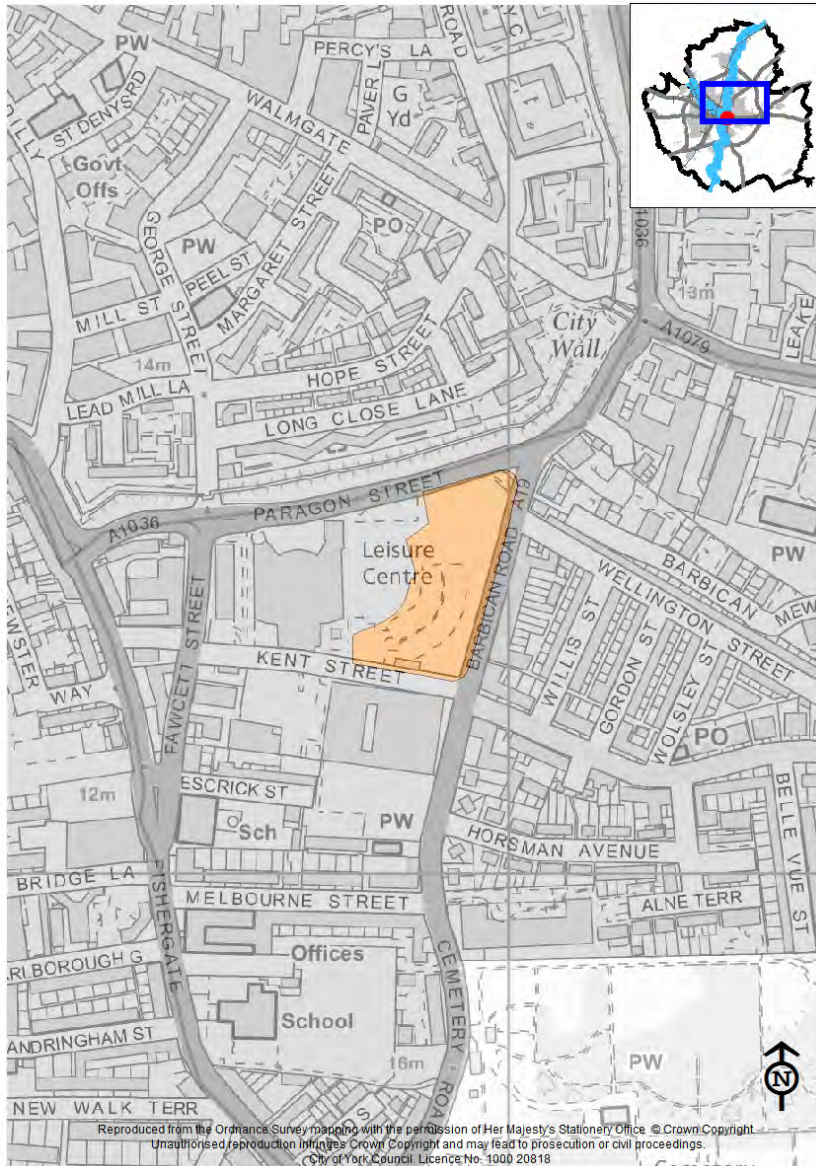
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<b>Site Size</b>	1.72 ha
<b>Indicative Site capacity</b>	86 dwellings
<b>Archetype/ Density</b>	Urban medium archetype (100% @ 50dph)
<b>Proposed allocation</b>	Allocated for residential development for 86 dwellings.

<b>Site Ref:</b>	<b>H7</b>	<b>Site Name:</b>	<b>Bootham Crescent</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H7) for 73 dwellings. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site has limited ecological value and there are no landscape concerns. The site is currently in use as the York City Football Ground but once this use has relocated to the new Community Stadium then the site will be available for re-development.</p> <p>Previous housing scheme has been considered and highway issues were acceptable. The site is close to existing bus routes although some of these are accessed over footbridge.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 86 houses and therefore is likely to be positive for meeting housing need. This site has good access to services and facilities and consequently scores positively in relation to objectives regarding Housing, Health, Transport, Education, Equality and Accessibility. Land use objectives are also positives given that the site is brownfield. The site also score a minor negative for heritage given that there is significant potential for archaeology. Neutral impacts are identified for flood risk and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>0 objections</b>			

<b>Site Ref:</b>	<b>H10</b>	<b>Site Name:</b>	<b>The Barbican</b>
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**Consultation boundary:**

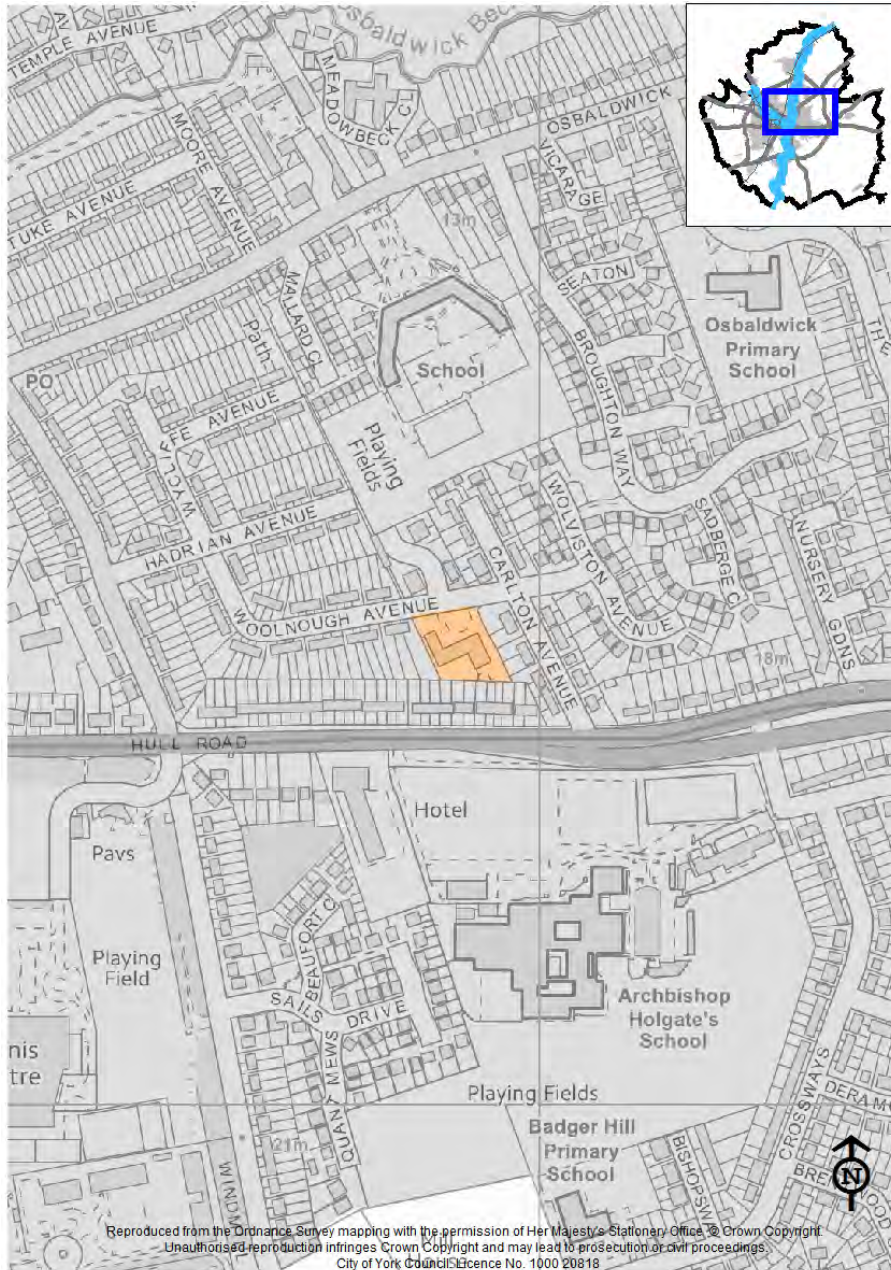


<b>Site Size</b>	0.96 ha
<b>Indicative Site capacity</b>	187 dwellings
<b>Archetype/ Density</b>	Capacity is based on planning committee approval (04/06/2015) relating to application 13/02135/FULM for 187 residential apartments
<b>Proposed allocation</b>	Capacity is based on planning committee approval

<b>Site Ref:</b>	<b>H10</b>	<b>Site Name:</b>	<b>The Barbican</b>
		(04/06/2015) relating to application 13/02135/FULM for 187 residential apartments	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a committed development site however although the site has resolution for approval at planning committee it is awaiting legal and condition agreement. For these reasons the site has been included as a potential allocation with the estimated capacity of the site reflecting the current approved scheme for 187 residential units.</p> <p>The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site was approved at planning committee on 04/06/2015 for 187 apartments but is still awaiting legal and conditions approval. The planning approval is for the erection of one part 4/ part 5 storey building comprising 175 apartments and one 3 storey building comprising 12 apartments with associated access, parking and landscaping.</p> <p>Previous housing scheme has been considered and highway issues were acceptable.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 187 houses and therefore is likely to be significantly positive for meeting housing need. This site has very good access to services and facilities as well as transport connections and consequently scores positively in relation to objectives regarding health, education, transport and equality and accessibility. Land use is also positive given that the site is brownfield. Negative impacts have been identified in relation to air quality and heritage given the site is adjacent an AQMA and there the site is within an Area of Archaeological Importance so there is the possibility of archaeological deposits. Neutral impacts are identified on biodiversity, flood risk and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>No objections received</b>			

<b>Site Ref:</b>	<b>H21</b>	<b>Site Name:</b>	<b>Woolnough House (EPH), Woolnough Avenue (off Hull Road)</b>
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**Consultation boundary:**



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<b>Site Size</b>	0.29 ha
<b>Indicative Site capacity</b>	12 dwellings
<b>Archetype/ Density</b>	Suburban small archetype (100% @ 40dph)
<b>Proposed allocation</b>	Allocated for residential development for 12 dwellings.



<b>Site Ref:</b>	<b>H21</b>	<b>Site Name:</b>	<b>Woolnough House (EPH), Woolnough Avenue (off Hull Road)</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H21) for 11 dwellings. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site has access to public transport routes and is in a sustainable location with access to local facilities. The site can be accessed via Woolnough Avenue (off Hull Road) and there are no transport issues. The site has limited ecological value.</p> <p>The site is currently in use as an Elderly Persons Home (EPH) but has been identified in the Council's Older Persons Accommodation Programme for future closure.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 12 houses and therefore is likely to be positive for meeting housing need. This site has good access to services and facilities and consequently scores positively in relation to objectives regarding Health, Transport, Education, Equality and Accessibility. Land use of also scored positively given that the site is brownfield. Neutral impacts are identified for biodiversity, flood risk, heritage and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>0 objections</b>			

<b>Site Ref:</b>	<b>H22</b>	<b>Site Name:</b>	<b>Heworth Lighthouse (EPH), Sixth Avenue</b>
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**Consultation boundary:**



<b>Site Size</b>	0.29 ha
<b>Indicative Site capacity</b>	15 dwellings
<b>Archetype/ Density</b>	Urban (small) archetype (100% @ 50dph)
<b>Proposed allocation</b>	Allocated for residential development for 15 dwellings.

<b>Site Ref:</b>	<b>H22</b>	<b>Site Name:</b>	<b>Heworth Lighthouse (EPH), Sixth Avenue</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H22) for 13 dwellings. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site has access to public transport routes and is in a sustainable location with access to local facilities. The site can be accessed via Sixth Avenue and there are no transport issues. There are mature trees/hedges on the boundary of the site which should be retained and there may be bat issues which would require further investigation.</p> <p>The site which is adjacent to the Glen Lodge facility was previously occupied by the Heworth Lighthouse project. They have now moved out and the site is available for re-development. The site has been identified in the Council’s Older Persons Accommodation Programme to assist and facilitate an extension to the Glen Lodge facilities. This will comprise self contained assisted living units and as such it is considered appropriate to identify as a residential allocation in the plan.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 15 houses and therefore is likely to be positive for meeting housing need. This site has access to transport services and facilities and consequently scores positively in relation to objectives regarding Health, Transport and Equality and Accessibility. Land use is also identified as positive given that the site is brownfield. Neutral effects are identified for biodiversity, flood risk, heritage and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>2 objections</b></p> <ul style="list-style-type: none"> <li>• Why is this site identified for residential development if it designated for elderly care?</li> <li>• No consideration seems to have been given to future school needs in the Derwenthorpe area</li> </ul>			

<b>Site Ref:</b>	<b>H51</b>	<b>Site Name:</b>	<b>Morell House (EPH), Burton Green</b>
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**Consultation boundary:**



<b>Site Size</b>	0.23ha
<b>Indicative Site capacity</b>	12 dwellings
<b>Archetype/ Density</b>	Urban small archetype (100% @ 50dph)
<b>Proposed allocation</b>	Allocated for residential development for 12 dwellings.
<b>Further Considerations</b>	
<b>Flood Zone</b>	Flood Zone 1
<b>Agricultural Land Zone</b>	York Main Urban area

<b>Site Ref:</b>	<b>H51</b>	<b>Site Name:</b>	<b>Morell House (EPH), Burton Green</b>
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H51) for 10 dwellings. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site has access to public transport routes and is in a sustainable location with access to local facilities. The site can be accessed via Burton Green and there are no transport issues. The site has limited ecological value</p> <p>The site is currently in use as an Elderly Persons Home (EPH) but has been identified in the Council's Older Persons Accommodation Programme for future closure..</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 12 houses and therefore is likely to be positive for meeting housing need. This site has access to services and facilities and consequently scores positively in relation to objectives regarding Health, Transport, Education, Equality and Accessibility. Land use of also scored positively given that the site is brownfield. Neutral impacts are identified for flood risk, heritage and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>4 objections</b></p> <ul style="list-style-type: none"> <li>• Need to be clear about where elderly people will be moved to if this site is developed</li> <li>• There is a lack of care home availability</li> </ul>			

<b>Site Ref:</b>	<b>H52</b>	<b>Site Name:</b>	<b>Willow House EPH, 34 Long Close Lane</b>
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**Consultation boundary:**



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<b>Site Size</b>	0.2 ha
<b>Indicative Site capacity</b>	10 dwellings
<b>Archetype/ Density</b>	Urban small archetype (100% @ 50dph)
<b>Proposed allocation</b>	Allocated for residential development for 10 dwellings.

<b>Site Ref:</b>	<b>H52</b>	<b>Site Name:</b>	<b>Willow House EPH, 34 Long Close Lane</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was not previously included within the Publication Draft Local Plan but has been identified through the Council’s Older Persons Accommodation Strategy as a potential site for future re-development. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>The site has access to public transport routes and is in a sustainable location with access to local facilities. Access could be made off Walmgate via Hope Street and Long Close Lane or off Piccadilly via George Street and Long Close Lane</p> <p>The site is currently in use as an Elderly Persons Home (EPH) but has been identified in the Council’s Older Persons Accommodation Programme for future closure.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 10 houses and therefore is likely to be positive for meeting housing need. This site has access to services and facilities and consequently scores positively in relation to objectives regarding Housing, Health, Transport, Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change. The site scores more negatively in relation to education but has access to a nursery within 800m. The site is also within proximity of an AQMA but given the small scale of development is unlikely to negatively effect this.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
New Site at Publication Draft - no consultation comments previously collected			

<b>Site Ref:</b>	<b>H55</b>	<b>Site Name:</b>	<b>Land at Layerthorpe (Former employment site E4)</b>
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**Consultation boundary:**



<b>Site Size</b>	0.23
<b>Indicative Site capacity</b>	20 dwellings
<b>Archetype/ Density</b>	City Centre/City Centre extension small archetype (100% @ 100 dph)
<b>Proposed allocation</b>	Allocated for residential development for 20 dwellings.



<b>Site Ref:</b>	<b>H55</b>	<b>Site Name:</b>	<b>Land at Layerthorpe (Former employment site E4)</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Predominantly Flood Zone 1 – Low risk, North West Edge in Flood Zone 2		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic employment allocation (E4) for 900 sq.m commercial floorspace (B1c/B2/B8). The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology). The site is previously developed land.</p> <p>The site is no longer required for employment uses following further work on both demand and supply and therefore is proposed as a potential housing allocation for up to 20 dwellings. The site has access to bus routes and cycle and pedestrian routes.</p> <p>The site is accessible from Redness Street via Layerthorpe.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 20 houses and therefore is likely to be positive for meeting housing need. This site has good access to transport routes and facilities in the city centre as well as layerthorpe. Consequently it scores positively in relation to objectives regarding Health, Transport and Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change and in terms of land use given that the site is brownfield. Neutral impacts are identified on flood risk, heritage and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>1 objection</b></p> <ul style="list-style-type: none"> <li>• This site should be considered for other uses as well, such as retail and residential</li> </ul>			

<b>Site Ref:</b>	<b>H56</b>	<b>Site Name:</b>	<b>Land at Hull Road (Former employment site E15)</b>
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<b>Site Size</b>	4ha
<b>Indicative Site capacity</b>	190 dwellings
<b>Archetype/ Density</b>	Urban large archetype (95% @ 50dph)
<b>Proposed allocation</b>	Allocated for residential development for 190 dwellings.

<b>Site Ref:</b>	<b>H56</b>	<b>Site Name:</b>	<b>Land at Hull Road (Former employment site E15)</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as an employment site given the site offers a unique opportunity to extend the existing adjacent University of York Science Park. The site was submitted for both residential and employment uses. The site is available with a willing landowner.</p> <p>Since the Local Plan Publication Draft (September 2014) the landowners have undertaken further work in relation to site delivery including discussions with the Science Park Board and the University of York. They have confirmed that they are not interested in delivering the site as an extension to the Science Park and the site is therefore undeliverable for the proposed use.</p> <p>The site has therefore been re-assessed for residential use and identified as a potential housing site with an estimated yield of 190 dwellings.</p> <p>The site is existing playing fields owned by the University of York St John (UYSJ) but evidence submitted through the Further Sites consultation (FSC) confirms that no users have taken advantage of the community obligations relating to the S106 agreement since 2011/12 and there have been no requests from external teams. A pitch usage schedule was submitted as part of the FSC representation. UYSJ also indicate that the playing fields are no longer required since the development of the playing fields and facilities at Mile Crux and that there is no further budget to maintain in pitch use.</p> <p>A representation submitted by Sport England through the FSC confirms that the replacement facilities at Mille Crux will meet the quantitative requirements for pitch provision and they have no objections to the re-development of the site.</p> <p>There are Tree Preservation Orders in the site which will need to be excluded from the developable area including appropriate space and context as part of a wider woodland setting for the site, not just the provision of a narrow tree belt. There are no ecological constraints on the site but linkages and enhancements to local green infrastructure corridors should be investigated.</p> <p>An area to the west of the site contains undisturbed ground and should be retained as part of open space. Further desk based archaeological assessment is required.</p>			

<b>Site Ref:</b>	<b>H56</b>	<b>Site Name:</b>	<b>Land at Hull Road (Former employment site E15)</b>
<p>It would need to be demonstrated that the playing pitches can be satisfactorily replaced in a local area of benefit and are equal in terms of quality, quantity and access.</p> <p>Based on the submission site, this would be sharing an entrance with the David Lloyd Centre which would cause an impact on Hull Road junctions. A transport assessment is required to establish the viability of access into site. Access to the David Lloyd Centre will need to be maintained</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 190 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to services and facilities along Hull Road and consequently scores positively in relation to objectives regarding health, education, transport and equality and accessibility. The site scores negatively in relation to air quality as it is within proximity of an AQMA. cultural heritage due to the potential for archaeological deposits. Neutral impacts are identified on biodiversity, flood risk and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>2 objections:</b></p> <ul style="list-style-type: none"> <li>• Disagree with the technical officers' assessment of issues relating to the loss of playing fields. Confirm that the loss of the pitches at Hull Road will be more than adequately compensated by the development of the new sport centre at Haxby Road. Request allocation of land at Hull Road as housing or for Science Park uses as an extension to the existing science park.</li> <li>• Disagree that evidence shows that the combination planning approvals and the specification of works give a clear indication of the University's intention to satisfy the qualitative elements of Sport England's assessment. No objection to the site coming forward for development.</li> </ul>			

<b>Site Ref:</b>	<b>ST4</b>	<b>Site Name:</b>	<b>Land adjacent Hull Road</b>
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**Consultation boundary:**



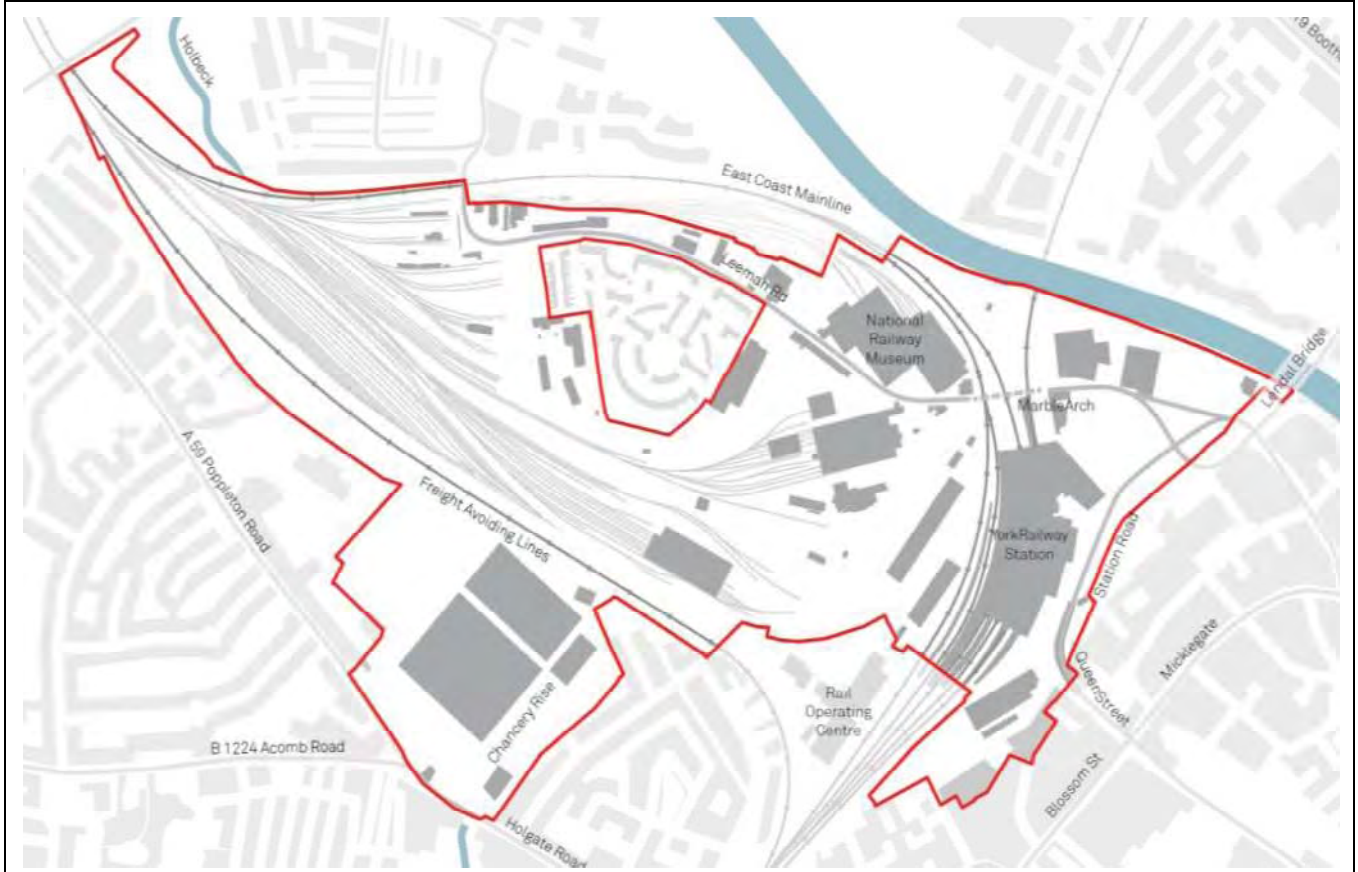
<b>Site Size</b>	7.54 ha
<b>Indicative Site capacity</b>	211 dwellings
<b>Archetype/ Density</b>	Suburban large archetype (70% @ 40dph)
<b>Proposed allocation</b>	Allocated for residential development for 211 dwellings

<b>Site Ref:</b>	<b>ST4</b>	<b>Site Name:</b>	<b>Land adjacent Hull Road</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• Maximise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to local facilities</li> <li>• Deliver a sustainable housing mix in accordance with the Council's Strategic Housing Market Assessment (SHMA)</li> <li>• The masterplan for the site should ensure important views including to York Minster are protected and that the site is designed appropriately in relation to the gradient of the site</li> <li>• The existing trees and hedgerows should be maintained and enhanced to protect the biodiversity gateway</li> <li>• Primary and secondary school facilities have limited existing capacity to accommodate the projected site yield so appropriate contributions would be required to expand existing facilities</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Majority Grade 2, some Grade 3a and 3b		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as Strategic Site ST4 and the boundary remains unchanged. The site is available with a willing landowner and developer.</p> <p>The site is adjacent to the Grimston Bar Park and Ride which provides a high frequency bus service to the city centre and is close to other frequent bus routes. It is important that sufficient good quality pedestrian and cycle path connections are made between the site and these facilities and that the Field Lane roundabout barrier to cycling and walking is addressed. 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>Highways access onto the site is considered to be relatively 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 forms part of Kimberlow Hill (York Moraine) and provides important views of York. The site masterplan should ensure that these views are protected. The site is visible due to the gradient so the setting and design of the scheme would be important including the provision of appropriate landscaping.</p> <p>There is a mature landscape behind the site which acts as a gateway for biodiversity which</p>			

<b>Site Ref:</b>	<b>ST4</b>	<b>Site Name:</b>	<b>Land adjacent Hull Road</b>
<p>will need to be maintained and enhanced through the development of this site.</p> <p>An air quality assessment would be required as there is potential for increased traffic flows which may present new opportunities for exposure if not designed carefully. The assessment should also consider the impact of the University of York boiler stacks. The site is located close to the A1079 and the Grimston Bar Park and Ride. A noise survey would be required.</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>There is limited primary school and secondary school capacity to accommodate the projected site yield but expansion of existing facilities would be possible with appropriate contributions.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 211 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to services and facilities along Hull Road and consequently scores positively in relation to objectives regarding Health, Transport and Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change. The site scores negatively in relation to cultural heritage and landscape due to the potential for significant archaeological deposits and its topography making the site visually prominent. The site also scores negatively in terms of land use given that the site is greenfield.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>13 objections</b></p> <ul style="list-style-type: none"> <li>• Land rises north to south and development would destroy views of the City from A64 and A1079 which are elevated</li> <li>• High quality agricultural land and boundary hedges forming green gateway to city</li> <li>• Intrusion into open countryside and in conflict with historic character of the area</li> <li>• A1079 is important green corridor into York</li> <li>• Native wildlife/habitats in the area</li> <li>• Concerns about increase in congestion on A1079 and surrounding network from this site and cumulatively with ST7 &amp; ST15. Will worsen air quality</li> <li>• Drainage and flooding concerns need to be addressed</li> <li>• Should not be used to accommodate students. Land on existing UOY campus should be used for this purpose.</li> </ul>			

<b>Site Ref:</b>	<b>ST5</b>	<b>Site Name:</b>	<b>York Central</b>
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**Consultation boundary:**



<b>Site Size</b>	Total site 72ha (net developable area 35ha)
<b>Indicative Site Capacity</b>	Total Site capacity assumed at 1,500 dwellings (1,250 within plan period)
<b>Archetype/ Density</b>	Densities would range between 95-125 dph across the residential area of the site for a scheme delivering 1,500 units. These are net densities excluding strategic open space.
<b>Proposed Allocation</b>	Allocated for residential development for up to 1,500 dwellings (1,250 within plan period) and 80,000 sq m of office led commercial space (Use Class B1a)

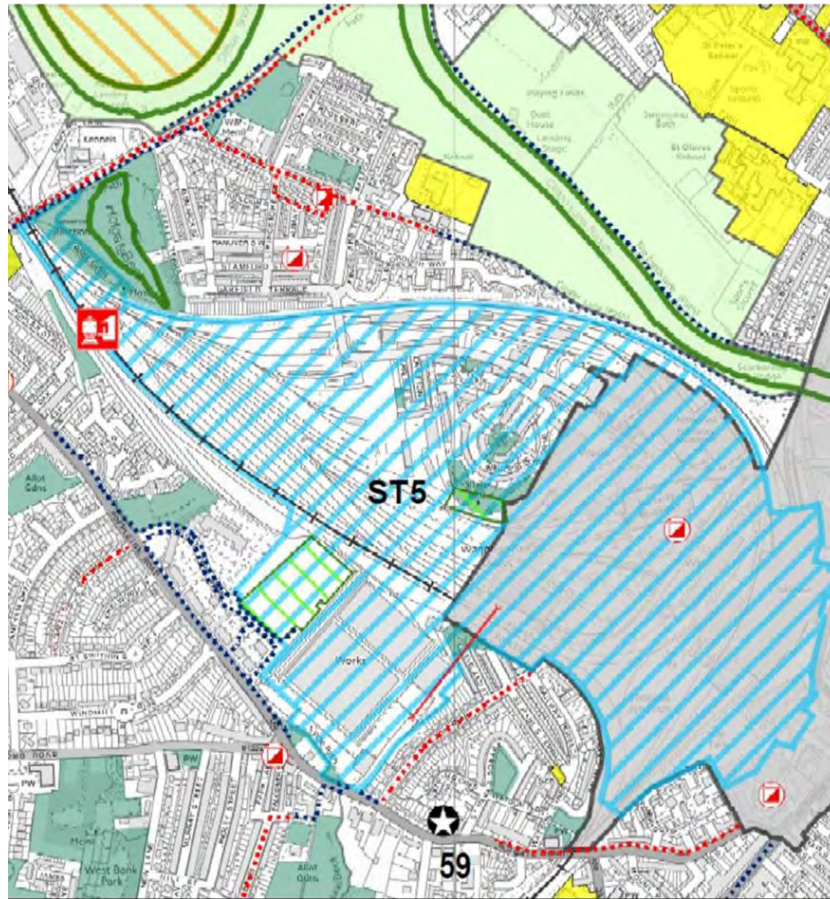


<b>Site Ref:</b>	<b>ST5</b>	<b>Site Name:</b>	<b>York Central</b>
<b>Planning Principles</b>		<ul style="list-style-type: none"> <li>• Create a high quality sustainable, mixed use urban quarter for York including a range of commercial, residential, cultural and leisure uses;</li> <li>• Provide a new business district with critical mass of high quality offices suitable for modern business requirements;</li> <li>• Enhance the quality of the cultural area around the National Railway Museum through high quality public realm and improved connectivity to the wider city;</li> <li>• Support expansion and improvement of the National Railway Museum as a prime cultural asset;</li> <li>• Create a distinctive new place of outstanding quality and design which complements the existing historic urban fabric of the city and respects those elements which contribute to the distinctive historic character of the city and assimilates into its setting and surrounding communities;</li> <li>• Maximise the benefits of job creation and sustainable economic growth;</li> <li>• Create a sustainable new community with a range of housing types and tenures;</li> <li>• Ensure provision of social infrastructure which meets the needs of York Central and the wider city communities including sports, leisure, health, education and community facilities and open space;</li> <li>• Maximise integration, connections and accessibility to/from the site including inter-modal connectivity improvements at York Railway Station;</li> <li>• Deliver development and maximise connectivity within a green infrastructure network and integrate with wider public realm in the city;</li> <li>• Ensure as many trips as possible are taken by sustainable travel modes and promote and facilitate modal shift from the car;</li> <li>• Minimise the environmental impact of vehicular trips;</li> <li>• Ensure sustainability principles are embedded at all stages of the development; and</li> <li>• Provide high speed fibre broadband across the whole site</li> </ul>	

<b>Site Ref:</b>	<b>ST5</b>	<b>Site Name:</b>	<b>York Central</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Majority flood zone 2 with small part in flood zone 3a		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was included with the Publication Draft Local Plan as a key area of opportunity and allocated for 410 residential dwellings within the plan period (to 2031) with up to 80,000 sqm (gross) of office led commercial development based on the limited capacity of existing infrastructure. Therefore, development of only part of the site was possible within the plan period with the remainder to follow post plan period (2032 onwards).</p> <p>Working with key partners including Network Rail, the Council has made significant progress since the publication draft Local Plan to progress and de-risk the project, through identification of public funding routes to deliver key enabling infrastructure, increase site capacity and accelerate development. A greater proportion of the site is now capable of being brought forward for development within the plan period. Key activity has included:</p> <ul style="list-style-type: none"> <li>• Progress to deliver a planning framework (which will ultimately be adopted as a Supplementary Planning Document), including technical assessment and public consultation. Further technical assessment and public consultation is ongoing.</li> <li>• Confirmation of the site as an Enterprise Zone (Department for Communities and Local Government) and Housing Zone (Homes and Communities Agency), providing significant public funding support.</li> <li>• Support the West Yorkshire + Transport scheme to progress to Gateway 2 application stage.</li> <li>• Progression of land assembly, with active negotiations well progressed on the two key outstanding freeholds, and land exchanges between public sector partners completed.</li> <li>• Operational rail release processes continuing.</li> <li>• Progress and accelerate partnership mechanisms and arrangements between landowners and funders to be put in place.</li> </ul> <p>The vision for York Central will deliver a high-quality and sustainable new urban quarter. The scale and quality of new development will enhance the city as a contemporary employment, residential, cultural and leisure destination. Close to the historic city centre, this former rail yard will build on the city's existing assets to become an exciting new urban quarter for York residents.</p> <p>A more extensive and comprehensive phased development is now considered viable and deliverable over the plan period and beyond. Work to refine the development quanta to inform the SPD and Local Plan is ongoing. The site is considered to have the capacity to deliver a total of up to 1,500 residential dwellings and 80,000 sqm of commercial space. The figure of 1,500 dwellings has been assumed at this stage in the plan period to reflect complexity of delivery. The site will include a range of uses including offices, residential, cultural, leisure, tourism and niche/ancillary retail (subject to sequential and impact tests), open space, public</p>			

<b>Site Ref:</b>	<b>ST5</b>	<b>Site Name:</b>	<b>York Central</b>
<p>realm, social infrastructure, rail use and car parking.</p> <p>The York Central site offers a unique opportunity to extend the City Centre and provide a critical mass of modern and fit for purpose, high quality grade A commercial development in a location that is less constrained by challenges such as heritage considerations within the historic core. This will help to remedy current shortfalls of City Centre grade A office accommodation in a central, well connected location which is fit for the modern day office occupier market. The scale of development opportunity, largely in a single ownership, and highly accessible to large volumes of people by a range of sustainable transport modes, allows for the development of a new urban extension with sustainability at its core.</p> <p>This is an exceptional site for sustainable transport in terms of links to train/bus network and cycle routes and proximity to the City Centre. However, the majority of the site remains rail locked and the potential capacity to redevelop the site is, therefore, constrained. The provision of new road /bridge infrastructure and reconfiguration of the existing road infrastructure will provide the necessary access into the site to release capacity and facilitate delivery of development. Sustainable travel modes taking full advantage of the site's location will need to be maximised in order to limit impacts on the wider road network, congestion and air quality. Opportunities will be developed around pedestrian and cycle linkages, Park &amp; Ride, and bus service improvements. These will be aligned with the aspiration to improve interchange and arrival at the station, enhance rail capacity and environment, and improve the East Coast Main Line, connection to High Speed 2, and York-Harrogate-Leeds rail line. The SPD will outline a package of infrastructure requirements. The site is well located close to the City Centre and has good access to local services. It is anticipated that new local centre facilities will be provided within the site to meet the needs of the new community.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 1500 houses and therefore is likely to be significantly positive for meeting housing need. This site has good access to services and facilities in the city centre as well as transport routes ,including the railway and bus hub. The site consequently scores significantly positively in relation to objectives regarding health, transport, education, equality and accessibility. It is anticipated that further local facilities may be required commensurate to the population. Land use objectives are also positive as this is a reuse of a brownfield site. The site scores more negatively in relation to biodiversity due to containing a Non statutory NC designation. It is also located within the city centre Air Quality Management Area and may have an effect on this, depending on transportation to and from the site. The site also has some areas of higher flood risk which would require mitigation. Negative effects against the heritage are identified due to listed buildings being within/adjacent to the site as well as the site being within an area of archaeological importance and close the historic core of the city.</p>			
<b>The former boundary of this site which was consulted on at preferred Options and FSC:</b>			

<b>Site Ref:</b>	<b>ST5</b>	<b>Site Name:</b>	<b>York Central</b>
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**You told us at Preferred Options/ Further Sites consultations ...**

- 2 objections**
- Surface Water issues
  - Sensitive location between City walls and railway line and essential that scale and height does not detrimentally impact on City Centre Historic Core Conservation Area;
  - Scope for larger development - up to 2000 dwellings
  - Need further assessment of lead in time and phasing for complex brownfield site
  - Will reduce car parking for NRM

<b>Site Ref:</b>	<b>ST6</b>	<b>Site Name:</b>	<b>Land North of Grimston Bar (Formerly safeguarded land site SF13)</b>
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**Consultation boundary:**



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<b>Site Size</b>	5.5 ha
<b>Indicative Site capacity</b>	20,000 sq m light industrial/storage and distribution (B1c/B2/B8)
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Allocated for 20,000 sqm B1c/B2/B8 employment uses

<b>Site Ref:</b>	<b>ST6</b>	<b>Site Name:</b>	<b>Land North of Grimston Bar (Formerly safeguarded land site SF13)</b>
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• Provide site access from A1079 – mitigation will be required on Elvington Lane/A1079 and A1079/A64 junctions</li> <li>• Maximise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the city and surrounding area</li> <li>• Create enhanced pedestrian access to the Grimston Bar Park and Ride site</li> <li>• Preserve the ridge and furrow/historic field patterns within the site and develop masterplan accordingly</li> <li>• Provide appropriate landscape treatment to maintain the setting of the city and views from the A64</li> <li>• Site masterplan should reflect the topography of the site in terms of building design, massing, height and landscape screening in order to minimise visual impact</li> </ul>		
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 3		
<b>Commentary</b>			
<p>The site was included as a potential housing allocation in the Preferred Options Local Plan (July 2013) for 5.5ha. The landowners/developers of the site then submitted a larger site boundary of 19ha and 25ha through the Further Sites Consultation (July 2014) for a combination of residential and employment uses. Further evidence was submitted through the FSC including a revised masterplan, transport assessment and landscape appraisal. Following technical officer consideration following the Further Sites Consultation it was proposed in the Publication Draft Local Plan (September 2014) that the land should be safeguarded for development beyond the plan period. The site was proposed for safeguarding due to concerns relating to the residential use of the site and its potential impact on the landscape setting. There were also concerns in relation to transport access and generated trips for residential use.</p> <p>Following further consideration of the site by technical officers it is proposed that the site be considered for employment uses (light industrial and storage and distribution) for up to 20,000 sqm based on a site area of 5.5ha.</p> <p>The site currently consists of a Christmas tree plantation business with some areas of open grass particularly on the eastern side. To the west is a large electricity transformer station with electrical equipment and numerous pylons/overhead power lines. The site is partially contained with the southern boundary being the A1079 (with part hedge/part post and rail fence bordering the site) and a short row of cottages and the other three sides being a</p>			

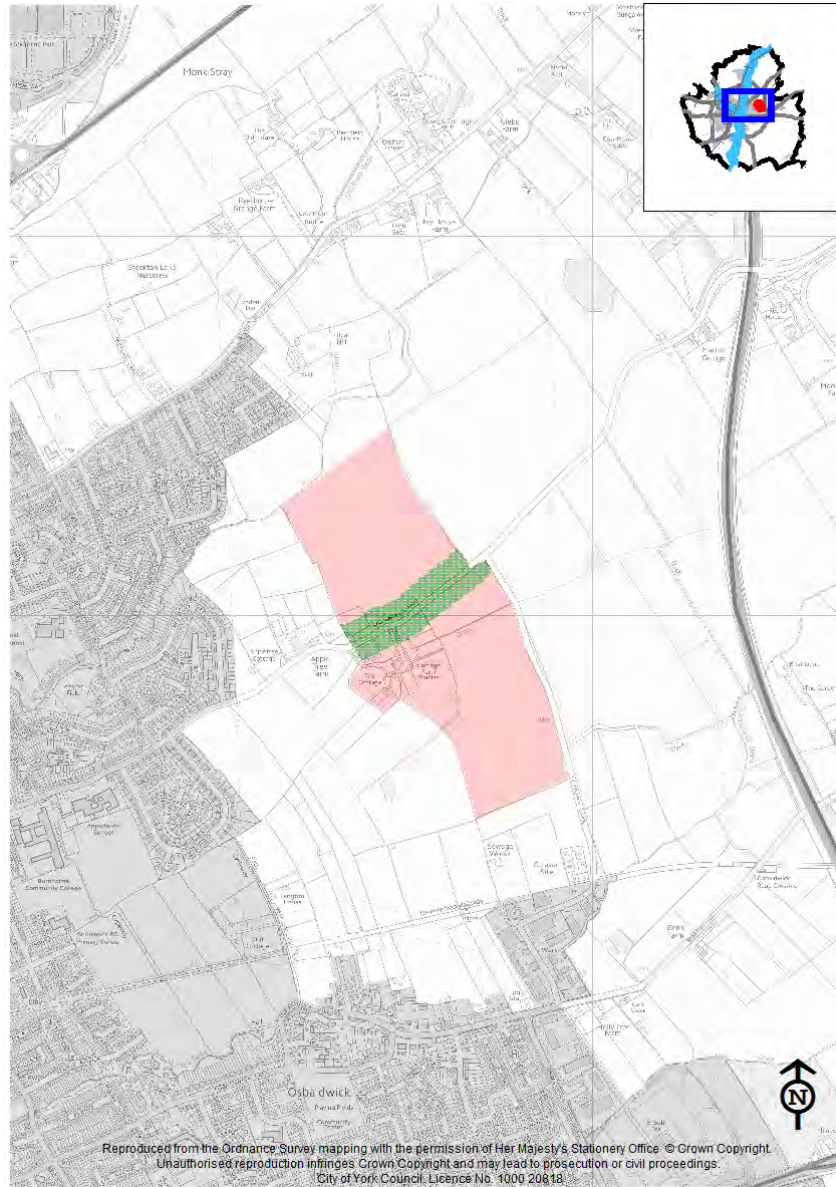
<b>Site Ref:</b>	<b>ST6</b>	<b>Site Name:</b>	<b>Land North of Grimston Bar (Formerly safeguarded land site SF13)</b>
<p>combination of low level hedges, intermittent trees and post and wire fencing offering some containment along existing field boundaries. The site offers opportunities to create defensible greenbelt boundaries on the ground through appropriate landscaping treatments creating an appropriate setting for the site.</p> <p>The site is beyond walking/cycling distance to both local services and the city centre but does have several public transport options, including the Grimston Bar Park &amp; Ride on the opposite side of a dualled (40mph) section of Hull Road, and several low frequency services stopping at the bus stops on Hull Road near to Bingley House. The nearest traffic signal controlled pedestrian crossing across Hull Road is approximately 400m west of the site, with a further 300m to the Park &amp; Ride site on the opposite side of Hull Road. The inbound bus stop on Hull Road at Bingley House can be reached via an unsignalised crossing of the outbound (eastbound) carriageway opposite the site, then a footway in the central reservation of Hull road and then another unsignalised crossing across the in-bound (westbound) carriageway.</p> <p>Reliance on private car for a significant number employee journeys will be the likely outcome and the site is therefore less suitable for B1a (office use). However, the site is adjacent to an existing industrial estate and reasonably close to the A64, so may have some potential for B2/B8 use given the small scale of the site. The preference being for B8 as this would produce fewest trips and be easier to mitigate. Impacts on highway network as a result of developing this site for employment would be material and would require mitigation particularly on Elvington Lane and the Elvington Lane/A1079 and A1079 and A64 Grimston Bar Junctions.</p> <p>There is evidence of ridge and furrow within the site area so the masterplan would need to reflect this and protect the existing field patterns. There is significant evidence of ridge and furrow in the four fields immediately south of the former DVLR railway line, adjacent to Murton Way, as far as (and including the field immediately south east of) Gell's Farm and these should be preserved and not compromised by development. The field immediately south of the former DVLR line and the two linear fields in the middle of the group showed particularly prominent ridge and furrow.</p> <p>The site forms part of the wider setting of views of the City from this section of the A64 between Hopgrove roundabout and Grimston Bar. The land gradually slopes upwards north to south towards the A1079/Grimston Bar roundabout. It is considered that this impact is reduced on the western most fields of the submitted site, closest to Link Road Industrial Estate. The site area of 5.5ha therefore reflects the archaeology and landscape concerns raised as part of the technical officer review. It will be important for the site masterplan to</p>			

<b>Site Ref:</b>	<b>ST6</b>	<b>Site Name:</b>	<b>Land North of Grimston Bar (Formerly safeguarded land site SF13)</b>
reflect the topography of the site in terms of building design, massing, height and landscape screening in order to minimise visual impact			
<b>SA/SEA summary</b>			
This site is likely to create between 280-1000 jobs and is therefore likely to have a significantly positive impact on the economy. This site has predominantly good access to transport, including the park and ride and consequently scores positively in relation to objectives regarding Transport and Equality and Accessibility. The site scores more negatively in relation to biodiversity due to being adjacent to Non statutory NC designation, and water given that it is within proximity of 10m of an existing waterbody. The site score negatively in relation to heritage and landscape due to its visually prominent location and potential to impact on the historic character and setting of York. The site also scores negatively in terms of land use given that the site is greenfield.			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>14 objections (based on the residential allocation ST6 at Preferred Options (2013))</b>			
<ul style="list-style-type: none"> <li>• Proposed access to the site is unsafe and is very close to the Grimston Bar interchange which will cause traffic issues and congestion on all surrounding routes.</li> <li>• Regular flooding and drainage issues occur in the low lying fields surrounding ST6 and development of site will exacerbate this contributing to existing flooding issues in the surrounding areas.</li> <li>• Land rises towards the A1079 giving views into the city which would be adversely affected by development and affect the rural setting of York.</li> <li>• Development would substantially reduce the gap between the edge of York and the Ring Road.</li> <li>• Development will reduce the separation of the edge of the city to the south of Murton village further eroding the rural setting.</li> <li>• Site is home to rare wildlife including great crested newts and rare birds.</li> <li>• There is evidence of a Roman road in the site which should be investigated.</li> <li>• Loss of valuable agricultural land.</li> <li>• Site is not in a sustainable location and will encourage private car trips to access services and schools.</li> <li>• Cumulative effects of development on this site in addition to proposed development at ST4, Whinthorpe and University will cause congestion on surrounding routes.</li> </ul>			



<b>Site Ref:</b>	<b>ST7</b>	<b>Site Name:</b>	<b>Land East of Metcalfe Lane</b>
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**Consultation boundary:**



<b>Site Size</b>	34.5 ha
<b>Indicative Site capacity</b>	Total site yield 845 dwellings (805 within plan period)
<b>Archetype/ Density</b>	Strategic Site – 70% net site area at 35dph
<b>Proposed allocation</b>	Allocated for residential development for 845 dwellings

Site Ref:	ST7	Site Name:	<b>Land East of Metcalfe Lane</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment (SHMA) and policies on affordable housing.</li> <li>• Creation of a new 'garden' village that reflects the existing urban form of York of the main York urban area as a compact city surrounded by villages</li> <li>• Create a new local centre providing an appropriate range of shops, services and facilities to meet the needs of future occupiers of the development.</li> <li>• Education and community provision should be made early in the scheme's phasing, in order to allow the establishment of a new sustainable community. A new primary facility and secondary provision (potentially in combination with Site ST8 – North of Monks Cross) may be required to serve the development as there is limited capacity available in existing schools. Further detailed assessments and associated viability work will be required</li> <li>• Provide access either from Stockton Lane and/or Murton Way (via Outgang Lane), with a small proportion of development traffic potentially served off Bad Bargain lane. Access between Stockton Lane and Murton Way will be limited to public transport and walking/ cycling links only.</li> <li>• Deliver high quality, frequent and accessible public transport services through the whole site, to provide attractive links to York City Centre. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport. Public transport links through the adjacent site urban area will be sought, as well as public transport upgrades to either the Derwent Valley Light Rail Sustrans route, or bus priority measures on Hull Rd and/or Stockton lane, subject to feasibility and viability.</li> <li>• Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the City and surrounding area creating well-connected internal streets and walkable neighbourhoods-, to encourage the maximum take-up of these more 'active' forms of transport (walking and cycling).</li> <li>• Create strategic greenspace to protect the setting of the Millenium Way that runs through the site</li> <li>• Minimise impacts of access from Murton Way to the South on SINC site 57 'Osbalwick Meadows'</li> <li>• There are important views of the Minster from this part of the city particularly along Bad Bargain Lane further to the east</li> </ul>	

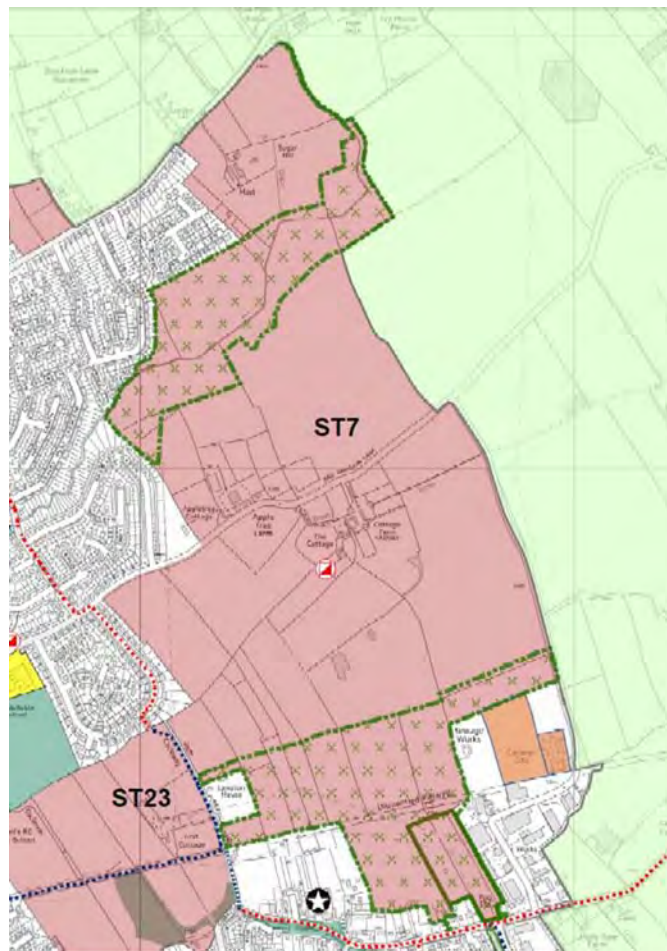
<b>Site Ref:</b>	<b>ST7</b>	<b>Site Name:</b>	<b>Land East of Metcalfe Lane</b>
			of this site. The site masterplan should ensure that key views are protected.
<b>Further Considerations</b>			
<b>Flood Zone</b>	Majority is Flood Zone 1. Some Flood zone 2 and 3a to the north western boundary along Tang Hall Beck.		
<b>Agricultural Land Zone</b>	Some Grade 2, Majority Grade 3a		
<b>Commentary</b>			
<p>The site was previously included within the Publication Draft Local Plan as a strategic site (ST7) with a total site area of 113ha and a total site capacity of 1800 dwellings of which approximately 1205 would be delivered within the plan period. Following further technical work relating to historic character and setting, greenbelt purposes and assessing concerns raised through the previous Local Plan consultations a revised site boundary is now proposed for the site.</p> <p>The site area has been reduced to 34.5ha with a total estimated site capacity of 845 dwellings of which approximately 800 could be delivered within the plan period. The site has been pulled away from the existing urban edge of Heworth Without, Meadlands and Osbaldwick to create a separate new settlement or 'garden village'. The eastern edge of the site has also been pulled further away from the A64 in order to protect key views of the Minster. It is considered that this fits well with the existing urban form of York consisting of the main urban area of York surrounded by smaller villages. It is therefore consistent with the strategic approach taken to York's greenbelt particularly conserving the historic character and setting of the city.</p> <p>Millenium Way is a historic footpath which follows Bad Bargain Lane and is a footpath linking York's strays and should be kept open. A 50m green buffer has been included along the route of the Millenium Way that runs through the site to provide protection to this Public Right of Way and a suitable setting for the new development.</p> <p>The site is partially contained by two strong hedge boundaries and tree boundaries to the west and part of the eastern boundary. Outgang Lane is established and the low level tree boundary to the south is also a recognisable feature. The northern boundary runs along Tang Hall Beck for the most part. This site therefore provides strong greenbelt boundaries.</p> <p>There are important views of the Minster from this part of the city particularly along Bad Bargain Lane further to the east of this site. The site masterplan should ensure that key views are protected.</p> <p>Education and community provision should be made early in the scheme's phasing, in order to allow the establishment of a new sustainable community. A new primary facility and secondary provision may be required to serve the development as there is limited capacity available in existing schools. Contributions towards secondary provision will be</p>			

Site Ref:	ST7	Site Name:	Land East of Metcalfe Lane
<p>sought with a new facility provided in association with site ST8 (Land North of Monks Cross). Further detailed assessments and associated viability work will be required.</p> <p>The site is approximately 250m north of Murton Way, 450m south of Stockton Lane and 250m east of the Bad Bargain Lane/Bramley Garth junction (the point at which Bad Bargain Lane narrows to approximately 2.5m width). There are various access point options for the site (to the north, to the south and to the west) which will need to be assessed in more detail between now and Submission. Access off Muton Way could be made via Outgang Lane, an adopted highway that runs through a small industrial estate The width of the existing highway to the west of the site (Bad Bargain Lane) may either limit the amount of development off this access and/or restrict the use of the access as an all-purpose route (i.e restrict use to buses, cyclists and pedestrians).</p> <p>Detailed surveys of existing highways together with a detailed Transport Assessment would be required to model the predicted traffic implications and assess what impacts would be generated on the surrounding highway network. This would inform the level of improvements required, including the associated improvements/upgrades to junctions, carriageways and footpath widths etc. For example, Stockton Lane and Murton Way/Outgang Lane (including footways) will need upgrading and/or widening (Bad Bargain Lane may not if it is restricted to pedestrian / cycle access only). Murton Way/Outgang Lane will require major improvements. Significant upgrades to the carriageway / footpath width, condition and streetscape along Outgang Lane will be required to encourage pedestrians and cyclists to use this as an access route to the site.</p> <p>Whichever, access option is implemented the surrounding highway network will also need to be upgraded to mitigate the adverse impacts on the safety of cyclists. Any improvements to the footpaths/cyclepaths would need to take into consideration existing green corridors and the importance of preserving these. It will be essential to secure public transport access to and within the site.(all parts of the site to be within 400m of a public transport route). Providing a north-south public transport route through the site could reach a larger population within 400m and would potentially be a commercially attractive option. Travel Planning measures may reduce the motor vehicle trip generation but adequate transport links will need to be put in place to make such measures effective. Providing sufficient access to and mitigating the impacts of the development could require substantial infrastructure to be put in place which will need to be assessed further through the viability assessment work.</p>			
<p><b>SA/SEA summary</b></p>			
<p>The site may provide 845 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to existing facilities and transport routes. Consequently it scores positively in relation to objectives regarding transport, education, equality and accessibility. There is a lack of openspace however and has therefore been identified more negatively in relation to the health objective. Mitigation would be necessary to ensure access to commensurate openspace for the population. Potential positives are</p>			

<b>Site Ref:</b>	<b>ST7</b>	<b>Site Name:</b>	<b>Land East of Metcalfe Lane</b>
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also identified in relation to reducing the impact on climate change given the size of the site and potential for district heating. The site scores negatively in terms of land use given that the site is greenfield and good quality agricultural land. Effects on the flood risk objective are identified as mixed given that the majority of the site is at low risk but there is an area of higher risk areas within the site/bordering the northern boundary. Potential negative effects have also been identified in relation to heritage given the potential for significant archaeological deposits and known deposits around the farm stead included in the centre of the site. The landscape objective is also identified as potentially negative given potential views into and out of the site towards the city centre. Potential impacts are also identified in relation to the setting of Osboldwick Conservation Area. Mitigation would be required to minimise impacts on the landscape and should be development of a landscape strategy incorporated into masterplanning..

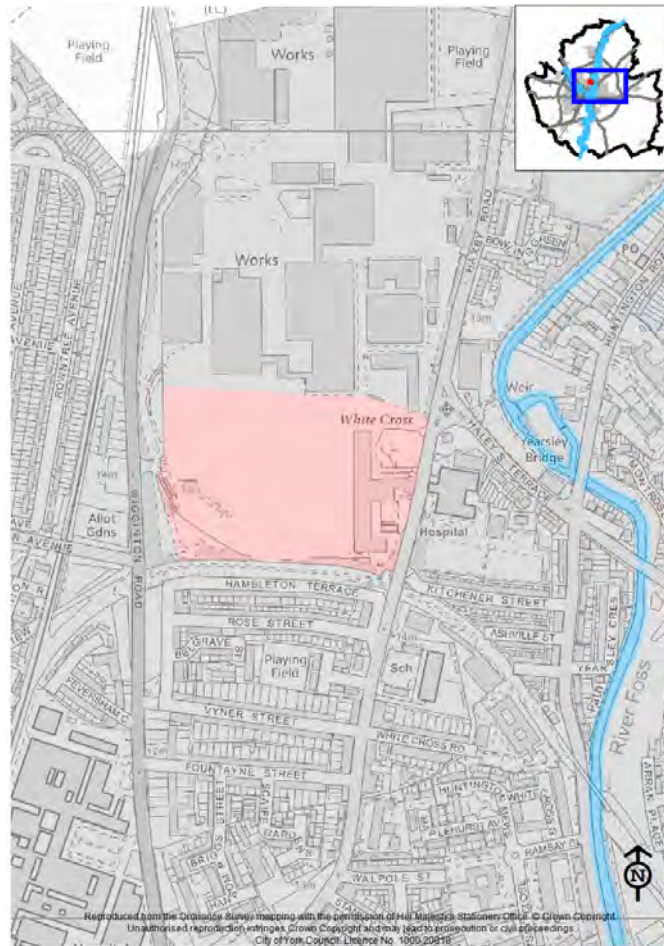
**The former boundary of this site which was consulted on at preferred Options and FSC:**



<b>Site Ref:</b>	<b>ST7</b>	<b>Site Name:</b>	<b>Land East of Metcalfe Lane</b>
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p>153 objections (933 signatures on petition)</p> <ul style="list-style-type: none"> <li>• Will adversely affect one of the city's key views from A64 towards the Minster</li> <li>• Adverse impact on local road network</li> <li>• Should be no access to the site from Murton Way as the area between Murton Way and Osbaldwick beck is a designated green corridor</li> <li>• Will exacerbate flooding and drainage issues</li> <li>• Will reduce the gap between the edge of the built up area and ring road and affect views towards the city and its rural setting</li> <li>• Will impact on the historic character of Osbaldwick village</li> <li>• Lack of infrastructure to support the site including GP, Schools and public transport</li> <li>• Will reduce air quality</li> <li>• Open space should be protected as amenity space is lacking in Osbaldwick Significant cost in removing high voltage pylons</li> <li>• No clear means of accessing the site, it would either require new access off A64 or impact on Malton Road and Hull Road</li> <li>• Site contains SINC (Osbaldwick Meadow) which would be adversely affected by creation of access route off Osbaldwick Link Road</li> <li>• Site forms part of a distinct green wedge that characterise the city but is not included in the HC&amp;S study</li> <li>• Site is listed in the HCCA study as one of the city's key views</li> <li>• Would impact on numerous PROW's including Millennium Way Walk which provide informal amenity space for residents in an area of identified deficiency</li> </ul>			

<b>Site Ref:</b>	<b>ST17</b>	<b>Site Name:</b>	<b>Nestle South</b>
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**Consultation boundary:**



<b>Site Size</b>	6.8ha
<b>Indicative Site capacity</b>	315 dwellings
<b>Archetype/ Density</b>	Estimated yield is based on previously approved mixed use scheme (10/01960/FULM) which has recently expired.
<b>Proposed allocation</b>	Allocated for residential development for 315 dwellings as part of a wider mixed use scheme
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• Suitable for a mixed use scheme incorporating residential along with commercial, ancillary retail, public space and community facilities</li> <li>• Site masterplan should achieve high quality urban design</li> </ul>

<b>Site Ref:</b>	<b>ST17</b>	<b>Site Name:</b>	<b>Nestle South</b>
		<p>which recognises the distinctive character of this part of the city and respects the character and fabric of the factory buildings of distinction including those on the Haxby Road Frontage including the library</p> <ul style="list-style-type: none"> <li>• Site should provide a mix of housing in line with the Council's Strategic Housing Market Assessment</li> <li>• The site should seek to maximise accessibility and connectivity to the city centre and local area by pedestrian and cycle routes</li> <li>• Site design should retain the mature trees along Haxby Road frontage and protect the setting of the site</li> <li>• Site should maximise connectivity and linkages to surrounding green infrastructure including Bootham Stray</li> <li>• Transport Assessment and Travel Plan required to assess appropriate access from both Haxby and Wigginton Road along with associated junction improvements as necessary</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>		Flood Zone 1	
<b>Agricultural Land Zone</b>		Within the urban area of York	
<b>Commentary</b>			
<p>The site was previously included within the Publication Draft Local Plan as site ST17 Nestle South based on the committed site (10/01960/FULM). The site previously had planning consent for the conversion and alternation of the retained buildings within Nestle South for a mix of uses including residential, live/work units, residential student accommodation, office, ancillary retail, cafe and associated landscaping, roads and car parking.</p> <p>The planning permission has recently expired but the landowners/developers are currently working on a revised masterplan for the site and are committed to bring the site forward for re-development.</p> <p>The site is accessible to public transport routes and to local facilities and pedestrian and cycle connections to the City Centre. There are limited ecological constraints and landscape/design issues have previously been successfully dealt with through the development management process so there are no known showstoppers to the development of the site.</p> <p>The site, formerly part of the Joseph Rowntree Cocoa Works is an important part of the historic character and setting of the local area and of the wider City and therefore any masterplan will need to respect this significance. The masterplan will need to incorporate high design standards which recognise the distinctive character of this part of the city and in particular the Haxby Road Frontage. Masterplans for the site should retain the factory buildings of agreed distinction along with other important buildings including the library.</p>			



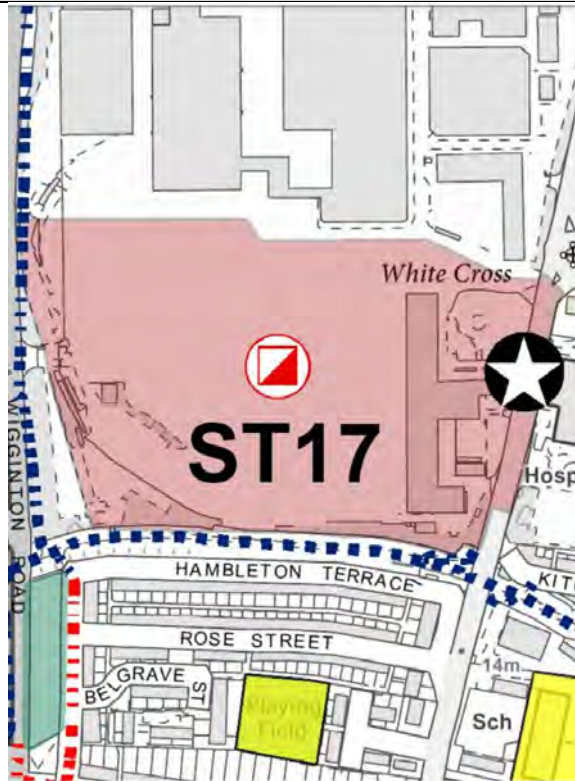
<b>Site Ref:</b>	<b>ST17</b>	<b>Site Name:</b>	<b>Nestle South</b>
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A detailed transport assessment will be required but the previous scheme was acceptable in highways terms. Access to the site will be via Haxby Road and Wigginton Road but the junction at Haxby Road may need re-profiling being sympathetic to the historic character of this part of the site and the Wigginton Road access needs careful consideration. The development should maximise trips by public transport and ensure safe pedestrian links to nearby bus stops along both Haxby and Wigginton Road. The development should also seek to strengthen pedestrian and cycle links to the City Centre and surrounding local area. The mature trees to the frontage should be retained and the site design should maximise connectivity and linkages to surrounding green infrastructure and network of open spaces.

**SA/SEA summary**

The site may provide 315 houses and therefore is likely to be significantly positive for meeting housing need. This site has good access to services and facilities and consequently scores positively in relation to objectives regarding Health, Transport, Education, Equality and Accessibility. Potential positives are also identified in relation to landscape and land use through re- development of the brownfield site. Potential negative effects are identified in relation to heritage due to listed buildings in/adjacent to the site. Neutral impacts are identified for biodiversity and flood risk.

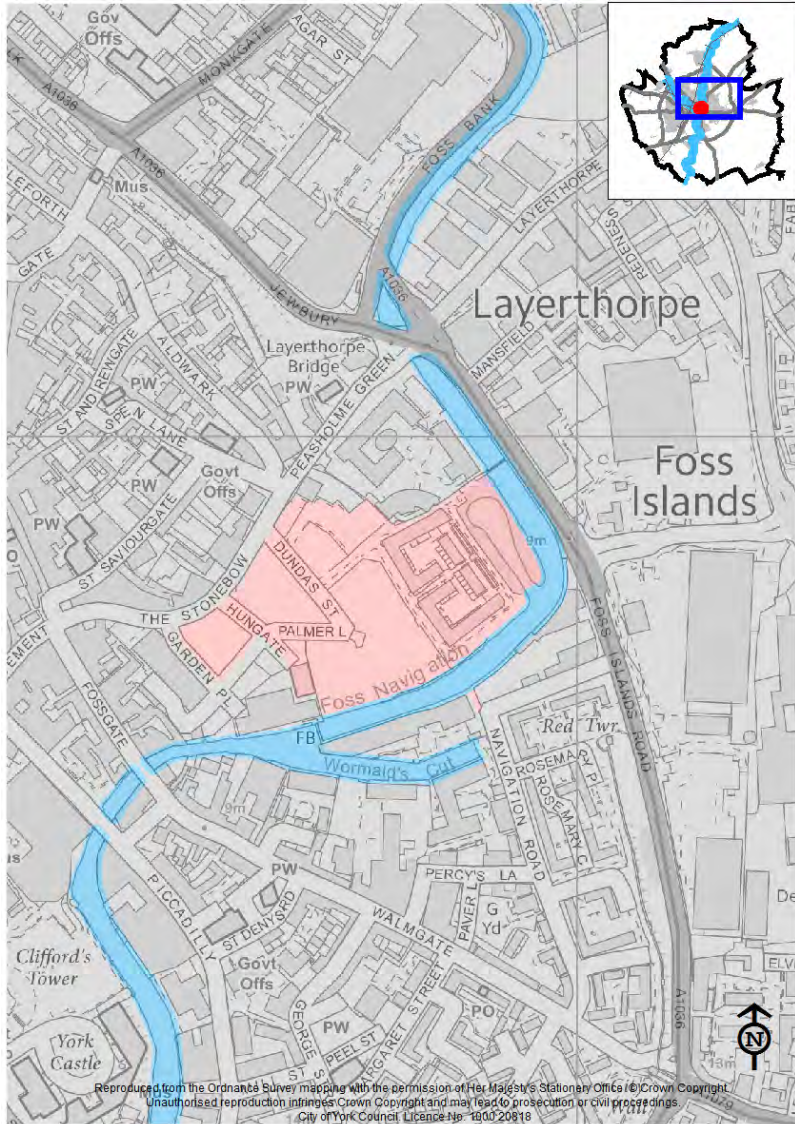
**The former boundary of this site which was consulted on at preferred Options and FSC:**



<b>Site Ref:</b>	<b>ST17</b>	<b>Site Name:</b>	<b>Nestle South</b>
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>2 objections</b>			
<ul style="list-style-type: none"> <li>• Part of the site lies within the Nestle/Rowntree conservation area and would need to ensure that those elements which contribute to the significance of these assets are not harmed.</li> <li>• Site is unsustainable and likely to impose significant demands on infrastructure and transport services</li> </ul>			

<b>Site Ref:</b>	<b>ST32</b>	<b>Site Name:</b>	<b>Hungate</b>
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**Consultation boundary:**

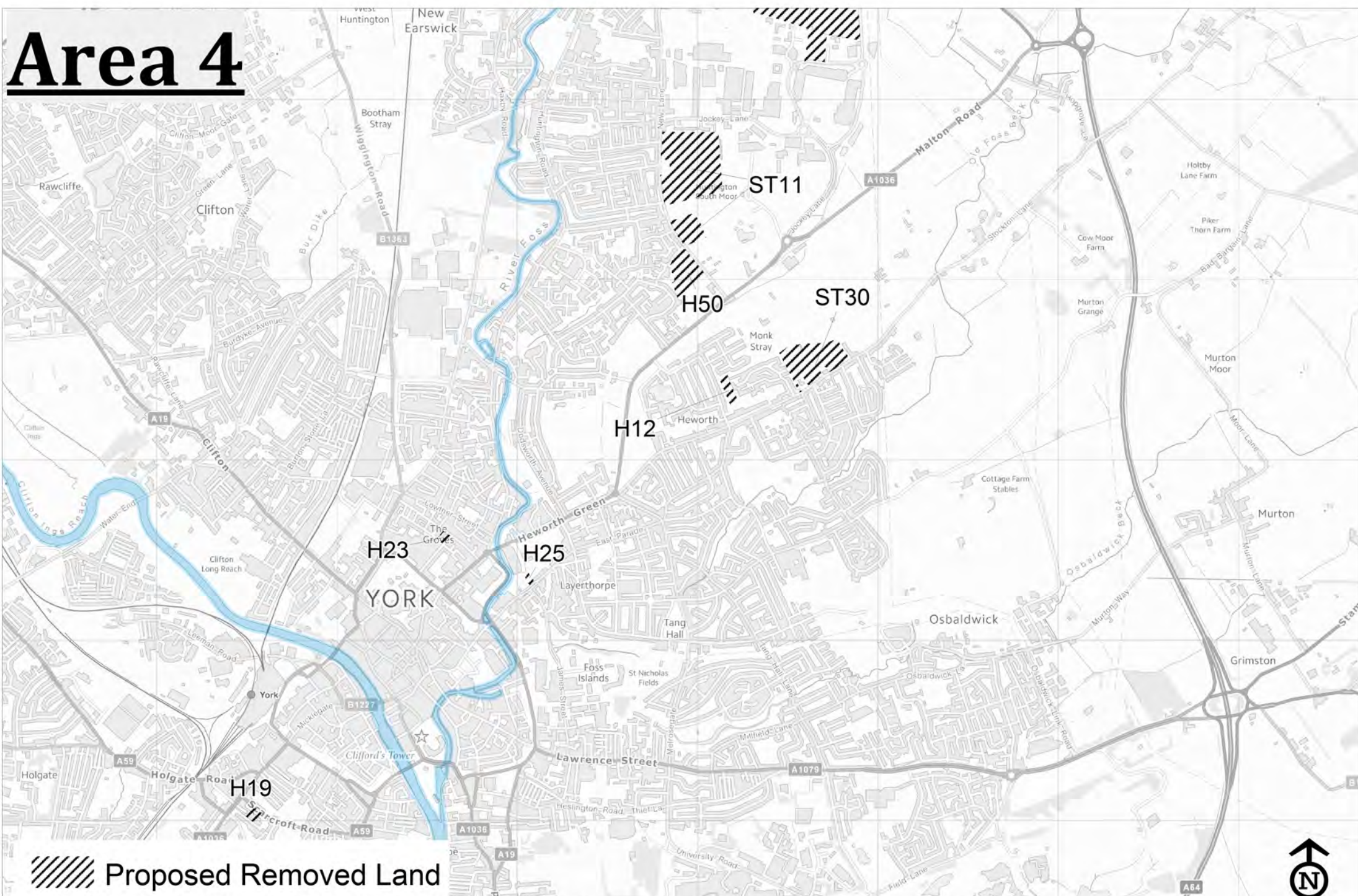


<b>Site Size</b>	4.8ha (Total site area)
<b>Indicative Site capacity</b>	305 dwellings
<b>Archetype/ Density</b>	N/A – Site has existing consent for 720 dwellings and masterplan approved at planning committee for Phase 5+ which will provide up to 305 additional dwellings over and above the original extant scheme giving total site capacity of up to 1025 residential units along with commercial space, community

<b>Site Ref:</b>	<b>ST32</b>	<b>Site Name:</b>	<b>Hungate</b>
			building, public open space and associated car parking
<b>Proposed allocation</b>	Allocated for 305 additional residential dwellings		
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>As per agreed site masterplan through existing outline and full planning consents</li> </ul>		
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk - check		
<b>Agricultural Land Zone</b>	York Main Urban Area		
<b>Commentary</b>			
<p>The site was previously included within the Publication Draft Local Plan (2014) as site MU1 to reflect the extant planning permission for a mixed use scheme to redevelop the 4.1ha site for residential (720 units), Class B1 (12,062 SQM), A1/A3/A4/A5 (6,392 SQM), focal building, public space and associated car parking.</p> <p>Phase 1 of the scheme is now complete for 163 dwellings alongside the Hiscox Scheme which incorporates 10,400 sqm of B1a office floorspace. Phase 2 of the scheme is currently under construction for 195 residential dwellings (13/03015/FULM). This leaves 362 units remaining from the original approval (720 units) of which 287 have full approval (15/01709/OUTM) for Block D (186 residential units) and Block F (101 residential units) plus community centre and associated car parking.</p> <p>In addition to the above which are included as residential commitments (site with planning consent) there is also outline consent (15/01709/OUTM) for phase 5+ of the Hungate Scheme. This proposes that there could be an additional 305 residential units over and above the original 720 total capacity which would increase the total number of units to 1025. This additional capacity (+305) has therefore been included as a strategic housing allocation (ST32). The outline scheme proposes up to 305 additional residential units plus flexible commercial space (1,660 sqm) with the precise quantum and location to be determined at the reserved matters stage.</p>			
<b>SA/SEA summary</b>			
<p>This site is likely to create up to 1000 jobs and is therefore likely to have a significantly positive impact on the economy. Significantly positive effects are also identified for Transport and Equality and Accessibility due to the site's city centre location and its proximity to facilities and transport routes. Land use is also score positively given that the site is brownfield. The site scores more negatively in relation to biodiversity as it is adjacent to a non statutory Nature Conservation designation site. The site also scores significantly negative given its proximity to the river and location in a high flood risk area. In addition, it also score significantly negatively as it is located within the city's area of archaeological importance and is known to have archaeological importance. The site is also scored with a minor negative given that it is located within the city centre Air Quality Management Area.</p>			

<b>Site Ref:</b>	<b>ST32</b>	<b>Site Name:</b>	<b>Hungate</b>
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>1 objection</b>			
<ul style="list-style-type: none"> <li>Hungate should be identified as a strategic site for mixed uses including housing, commercial, retail, employment and leisure purposes given the planning permissions that are in place</li> </ul>			

# Area 4



 Proposed Removed Land



**Area 4 Sites removed following further analysis.**

Site ref	Site name	Main Reasons											Summary	
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues		
H12	Land R/O Stockton Lane/Greenfield Park Drive					√							√	The site comprises of backland and existing gardens to the rear of existing properties. It appears that access to the site may be constrained which would limit development capacity of the site. Whilst the site may be suitable for re-development pending further assessment of access and design constraints it is not considered suitable for allocation on the basis of the current evidence.
H19	Land at Mill Mount									√			√	There are design/landscape setting constraints within the site which limit its development potential and yield. The existing open space and mature trees (with TPOs) need to be preserved and the site is within the central historic core conservation area and within 50m of listed buildings requiring sensitive design. It would be necessary to retain the existing trees, banking and car parking areas as a barrier to the street scene making conversion of the existing building

Site ref	Site name	Main Reasons											
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner / Deliverability issues	Summary
													more likely than redevelopment. Whilst the site may be suitable for re-development pending further assessment of access and design constraints it is not considered suitable for allocation on the basis of the current evidence.
H25	Heworth Green North			√								√	The site is just above the allocation threshold of 0.2ha and contains areas of medium and high flood risk (zones 2 and 3a). Part of the site may be suitable for re-development alongside the adjacent site which has planning consent for a mixed use development but it is considered unlikely to be suitable as a residential allocation on the basis of the current evidence.
H50	Land at Malton Road			√	√								Following further technical officer consideration including application of the sequential test for flood risk it is considered that the site should not be included as a residential allocation. The site contains areas of flood zone 3a and 3b and the



Site ref	Site name	Main Reasons										
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues
												<p>majority is flood zone 2. There are other suitable sites in lower flood risk zones that are able to meet the housing requirement for the city.</p> <p>In addition it is considered that the site forms part of an important green wedge into the city along Malton Road adjacent to Monk Stray. Maintaining this green wedge is a key characteristic of York and an important role of York's greenbelt. The site contributes to a sense of openness along New Lane which helps to separate the existing built up area of Huntington from the commercial area at Monks Cross.</p>
ST11	Land at New Lane Huntington				√							<p>Following further technical officer consideration of the site it is considered that the site performs an important role in preserving the character and setting of Huntington keeping an important gap between the existing residential area of Huntington and the commercial area of Monks Cross. The area has a lack of greenspace and this site has local amenity value as well as</p>

Site ref	Site name	Main Reasons											
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner / Deliverability issues	Summary
													providing a green wedge into the city. The site also contains a Scheduled Ancient Monument (Roman Camp) which needs to be preserved along with Huntington Grange and the cemetery which would need room for future expansion.
ST30	Land North of Stockton Lane				√								Following further technical officer consideration of the site it is considered that the site performs an important role in maintaining a green wedge into York from Monk Stray which contributes to the setting of York. Maintaining green wedges is a key characteristic of York and an important role of York's Green Belt. The site is not contained to the north and eastern boundaries opening onto open agricultural fields to the northern boundary providing access to open countryside. Pasture Lane to the eastern boundary has intermittent residential properties along a track and does not provide containment to the site.
H23	Grove House										√		At this current time there is no certainty over the future use of this site so it is not considered suitable for allocation at the current time.

## AREA 5 SITES

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Allocation Ref	Site Name	Page Number	Ward Name
<b>Preferred Allocations</b>			
E12	York Business Park	155	Rural West York
H5	Lowfield School	157	Westfield
H20	Oakhaven EPH	160	Holgate
H38	Land RO Rufforth Primary School	162	Rural West York
H53	Land at Knapton Village	164	Rural West York
H57	Poppleton Garden Centre (former site E16)	167	Rural West York
ST1	British Sugar	170	Acomb
ST2	Civil Service Sports Ground	174	Rural West York
ST19	Northminster Business Park (Formerly E17)	178	Rural West York
<b>Potential Removed Sites</b>			
ST29	Land at Boroughbridge Road	184	Rural West York
GT1	Land at Moor Lane and B1224 Rufforth	184	Rural West York

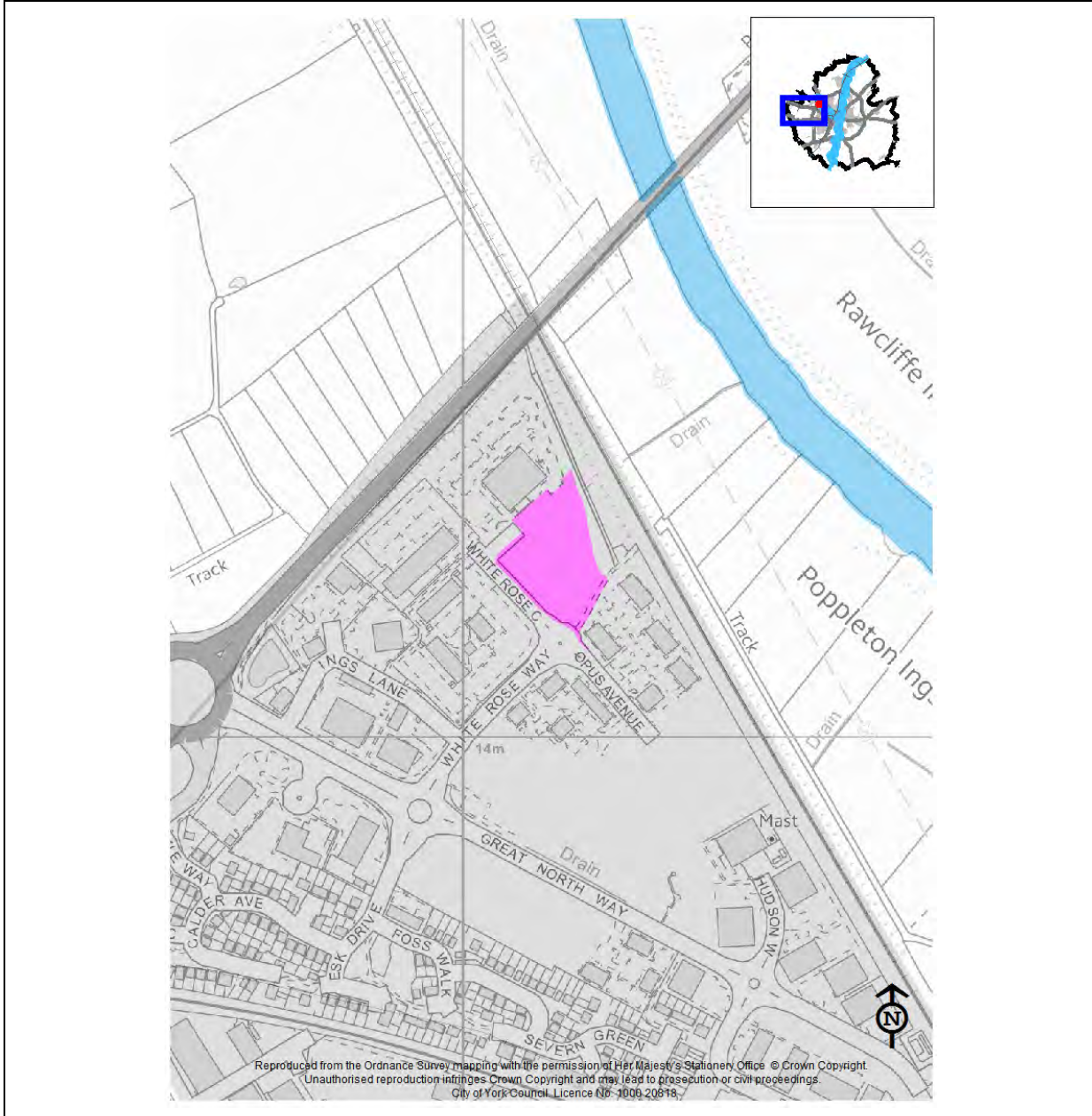
# Area 5

-  Preferred Housing Allocation
-  Preferred Employment Allocation



<b>Site Ref:</b>	<b>E12</b>	<b>Site Name:</b>	<b>York Business Park</b>
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**Consultation boundary:**

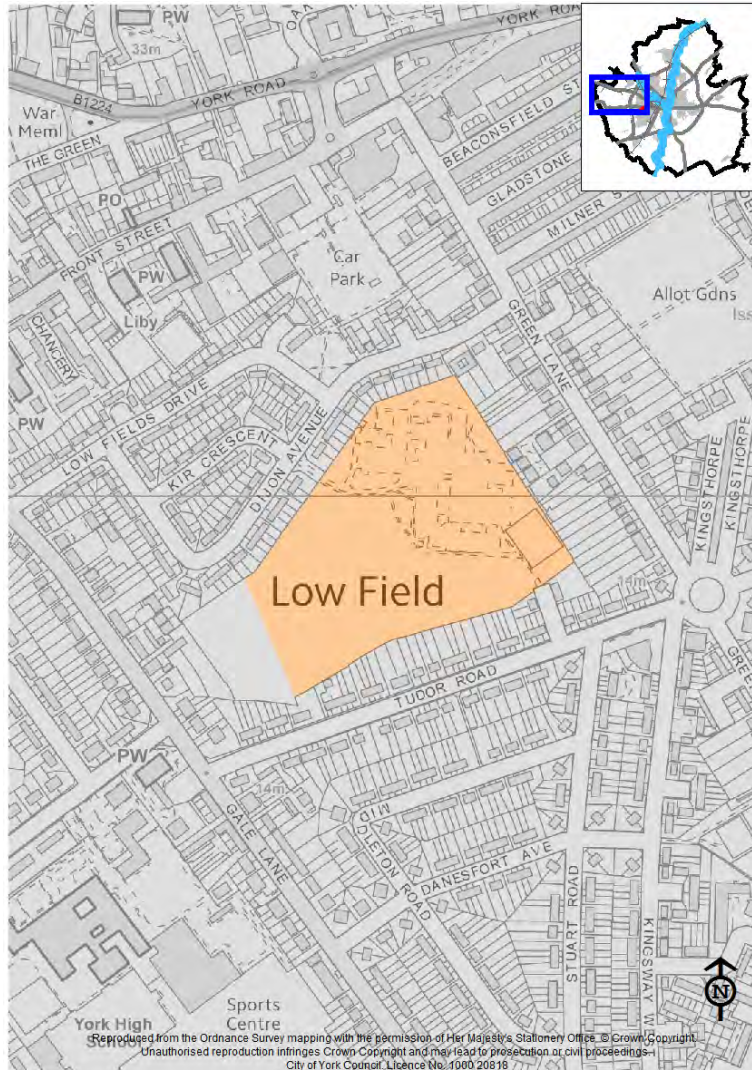


<b>Site Size</b>	0.8ha
<b>Indicative Site capacity</b>	3,300 sq m B1c/B2/B8 (light industrial/Storage and distribution)
<b>Archetype/ Density</b>	N/A

<b>Site Ref:</b>	<b>E12</b>	<b>Site Name:</b>	<b>York Business Park</b>
<b>Proposed allocation</b>	Allocated for employment for 3,300 sq m B1c/B2/B8		
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 2		
<b>Agricultural Land Zone</b>	Grade 3		
<b>Commentary</b>			
<p>The site was included within the Publication Draft Local Plan (Site E12) for employment uses. The site is an existing vacant plot within the existing York Business Park which includes a variety of commercial uses along with residential properties. The site is accessible from the A1237 and A59. The site is ranked reasonably highly in the Employment Land Review in terms of market attractiveness and it is therefore considered appropriate to include as an allocation for employment uses.</p> <p>The site is currently being considered for a car dealership but will be retained as an allocation in the plan.</p> <p>The site is outside of environmental constraints (1-3 as detailed in the methodology). Access to the site would be via White Rose Close.</p>			
<b>SA/SEA summary</b>			
<p>This site is likely to create between 47 – 165 jobs and is therefore likely to have a significantly positive/positive impact on the economy. This site has good access to existing services and facilities on the business park and consequently scores positively in objectives for Transport and Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change and in terms of land use given that the site is brownfield. Neutral impacts are likely in relation to landscape and heritage, flood risk and air quality.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>2 objections</b>			
<ul style="list-style-type: none"> <li>• The proposed A1237 Outer ring road proposals represent development sprawl, swallowing up land around Monks Cross, Haxby, Wigginton, Strensall, Skelton and land to the north of Haxby, on land north of Clifton Moor and on land south of Strensall, allowing further urban spread to occur.</li> <li>• Land at Northminster Business Park or York Business Park should be allocated for a freight transshipment centre in connection with the proposed Low Emission Zone for the city centre</li> </ul>			

<b>Site Ref:</b>	<b>H5</b>	<b>Site Name:</b>	<b>Lowfield School, Dijon Avenue</b>
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**Consultation boundary:**



<b>Site Size</b>	Total site size 5.4ha. Area identified for residential (C3) use 3.64ha
<b>Indicative Site capacity</b>	137 dwellings
<b>Archetype/ Density</b>	Suburban medium archetype (95% @ 40dph)
<b>Proposed allocation</b>	Residential (C3) element – 137 dwellings (3.64ha)

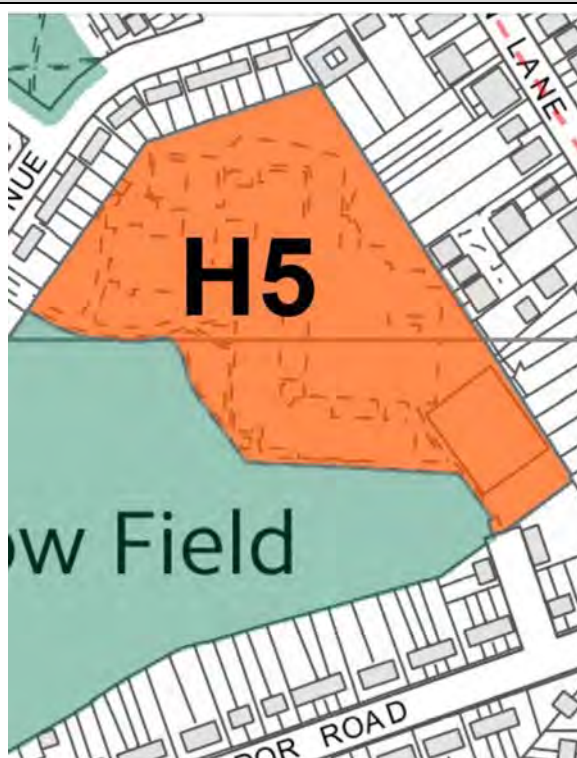
<b>Site Ref:</b>	<b>H5</b>	<b>Site Name:</b>	<b>Lowfield School, Dijon Avenue</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	York Main Urban area		
<b>Commentary</b>			
<p>The site was previously included with the Publication Draft Local Plan as a non-strategic housing allocation (H5) for 72 dwellings based on a site area of 2.24ha. Based on the latest information from the Council’s Older Persons Accommodation Team the site area for the residential element of the scheme has increased to 3.64ha giving a revised estimated yield of 137 dwellings. The total site area is 5.4ha with 1.21ha indicated for health and well-being including a care home and 0.56ha for public open space. The site is available with a willing landowner. The site is not located within an area of environmental constraint (criteria 1 to 3 as detailed in the methodology).</p> <p>Westfield ward is deficient in almost all open space typologies so future development must achieve an acceptable balance of on-site open space provision. The site currently includes a sports pitch so deficiency must be adequately addressed before this site is developed.</p> <p>The revised estimated site capacity of 137 dwellings on a 3.64 ha element of the site reflects the latest masterplan for the site. The overall site will include provision of a new care home, accommodation for community based domiciliary care staff to provide care and support to residents in age related housing both on site and in the nearby area, public open space, starter homes and homes for 60+ age group and integrated care services.</p> <p>The site has access to bus routes and cycle and pedestrian routes. A full transport assessment would be required to look at access options. Main (single) access for vehicles would be off Dijon Avenue, which is 5.0m wide with a 1.8m verge and 1.8m wide footway each side. Existing access into the site is only 4.0m wide and will need to be widened.</p> <p>The site is in a local green corridor which would need to be enhanced through scheme design to act as a stepping stone for biodiversity and the site would also require a tree survey.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 137 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to services and facilities as well as transport connections and consequently scores positively in relation to objectives</p>			



<b>Site Ref:</b>	<b>H5</b>	<b>Site Name:</b>	<b>Lowfield School, Dijon Avenue</b>
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regarding health, education, transport and equality and accessibility. Positive effects on land use are also identified given that the site is predominantly brownfield. However, some of the playing field is taken for development which will infill currently an openspace in a residential area. Neutral impacts are identified on biodiversity, flood risk and heritage objectives.

**The former boundary of this site which was consulted on at preferred Options and FSC:**



**You told us at Preferred Options/ Further Sites consultations ...**

**3 objections**

- Should develop the whole site as a retirement village.
- Support the concept of a retirement village, however delays in implementation raises concerns about the scale of development which will eventually emerge at Lowfields. There is a strong feeling amongst local residents that the green space (former school playing fields) on this site should be put to constructive recreational use.
- As a dementia care home is being provided on the site, the area for consideration for housing should be extended to include some or all of the playing field. Any existing sporting use or identified need could be re-provided on the land at the rear of Westfield School with enhanced facilities as agreed with the council's leisure team.

<b>Site Ref:</b>	<b>H20</b>	<b>Site Name:</b>	<b>Oakhaven EPH, 114 Acomb Road</b>
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**Consultation boundary:**

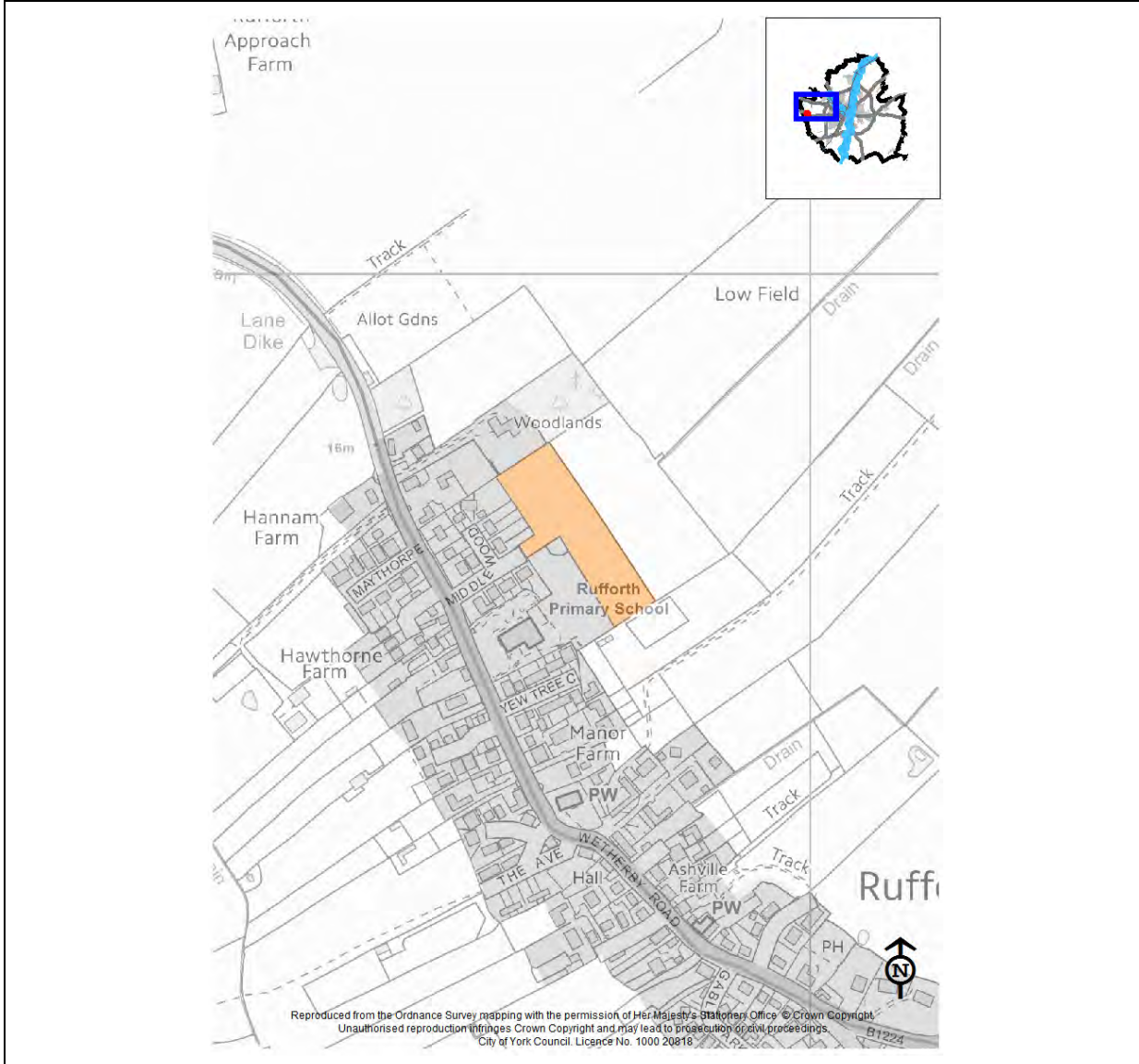


<b>Site Size</b>	0.33ha
<b>Indicative Site capacity</b>	17 dwellings
<b>Archetype/ Density</b>	Urban (small) archetype – 100% of site area at 50 dph
<b>Proposed allocation</b>	Allocated for residential development for 17 dwellings

<b>Site Ref:</b>	<b>H20</b>	<b>Site Name:</b>	<b>Oakhaven EPH, 114 Acomb Road</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	York main urban area		
<b>Commentary</b>			
<p>The site was included in the Publication Draft Local Plan (2014) as site H20. The site is outside of environmental constraints (1-3 as detailed in the methodology) and has a willing landowner.</p> <p>The site has been identified for closure through the Council's Older Persons Accommodation Strategy and its redevelopment has been agreed with a Housing Association partner to fund, build and operate the accommodation. The procurement process is underway and construction is projected to commence in 2017.</p> <p>No major highways issues raised. There are access options including via Acomb Road although Hebdon Rise has limited width.</p> <p>No ecological or design constraints were raised through technical officer group.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 17 houses and therefore is likely to be positive for meeting housing need. This site has access to services and facilities as well as transport connections and consequently scores positively in relation to objectives regarding health, education, transport and equality and accessibility. Positive effects on land use are also identified given that the site is brownfield. Neutral impacts are identified on biodiversity, flood risk, heritage and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>0 objections</b>			

<b>Site Ref:</b>	<b>H38</b>	<b>Site Name:</b>	<b>Land Rear of Rufforth Primary School, Rufforth</b>
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**Consultation boundary:**

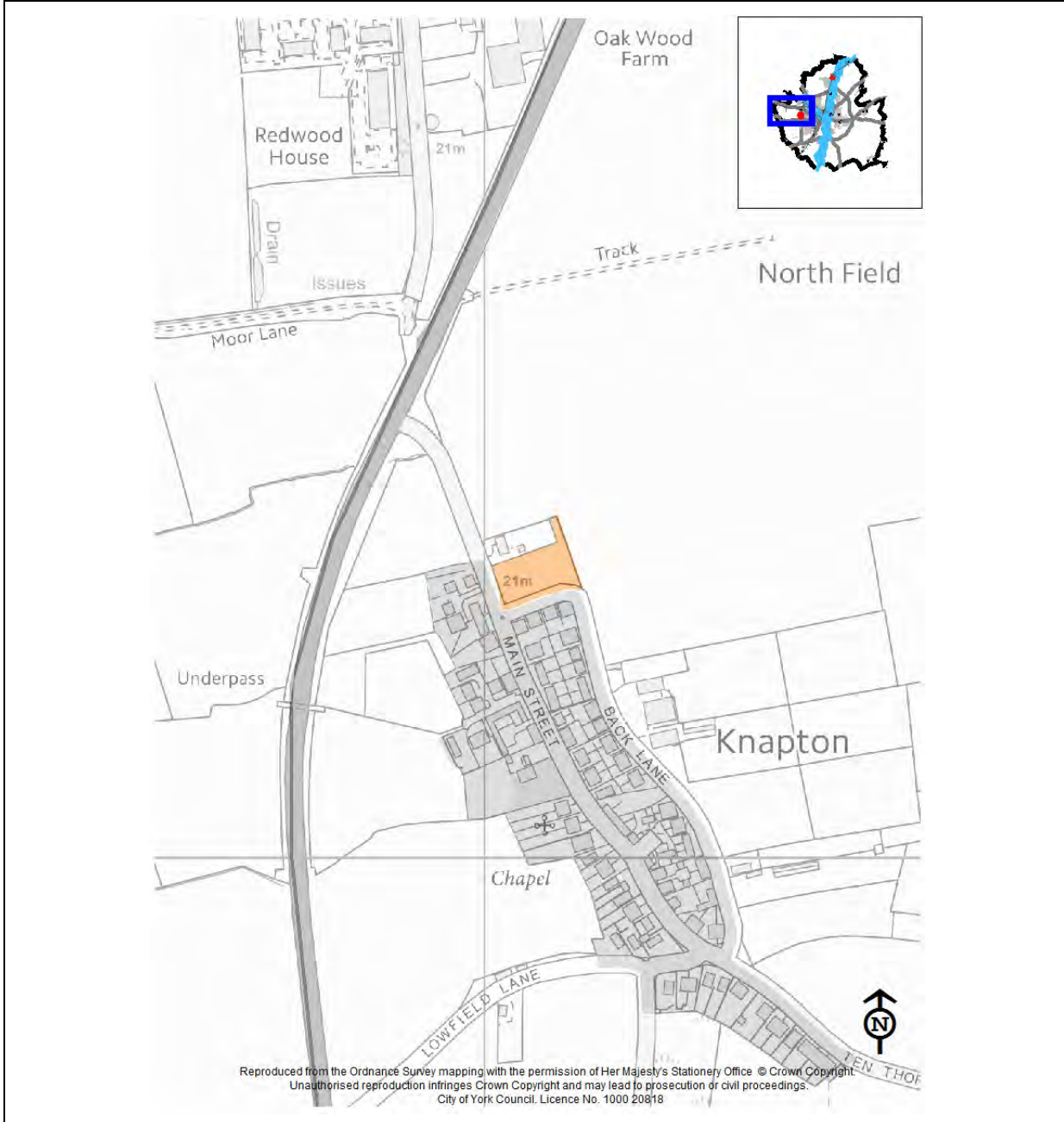


<b>Site Size</b>	0.99ha
<b>Indicative Site capacity</b>	33 dwellings
<b>Archetype/ Density</b>	Village/Rural (large) – 95% net site area @ 50 dph
<b>Proposed allocation</b>	Residential allocation for 33 dwellings

<b>Site Ref:</b>	<b>H38</b>	<b>Site Name:</b>	<b>Land Rear of Rufforth Primary School, Rufforth</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 2		
<b>Commentary</b>			
<p>The site was previously included in the Publication Draft Local Plan as site H38. The site is outside of environmental constraints (1-3 as detailed in the methodology) and has a willing landowner. The site is well contained with clearly defined boundaries including existing residential properties and tall/extensive hedgerows. The site represents a modest infill to the existing settlement limits of Rufforth Village and will allow for clearly defined green belt boundaries relating well to the existing built form of the village.</p> <p>The site has limited access to public transport routes although is within walking distance of the primary school. The site can be accessed from Middlewood Close which is a straight road with turning head at NE end (access to site form here).</p> <p>The site is improved grassland but with limited ecological interest. The mature hedgerows should be retained along with the mature trees around the perimeter of the school.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 33 houses and therefore is likely to be positive for meeting housing need. This site has access to services and facilities as well as transport connections in the centre of the village and consequently scores positively for objectives regarding health, education, transport and equality and accessibility. Negative effects are identified for landuse and flood risk given that it is greenfield and is partly at higher flood risk. Neutral impacts are identified on biodiversity, flood risk, heritage and landscape objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>16 objections</b>			
<ul style="list-style-type: none"> <li>• Serious existing problems with the sewerage system. Full consultation with Yorkshire Water required</li> <li>• Concerns with increases in traffic and difficulties with parking</li> <li>• The school is at full capacity</li> <li>• Will alter the character of the village</li> <li>• The development is 'off the building/settlement line'</li> </ul>			

<b>Site Ref:</b>	<b>H53</b>	<b>Site Name:</b>	<b>Land at Knapton Village</b>
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**Consultation boundary:**



<b>Site Size</b>	0.33ha
<b>Indicative Site capacity</b>	11 dwellings
<b>Archetype/ Density</b>	Rural/Village (small) – 100% site area at 35 dph
<b>Proposed allocation</b>	Allocated for 11 residential dwellings

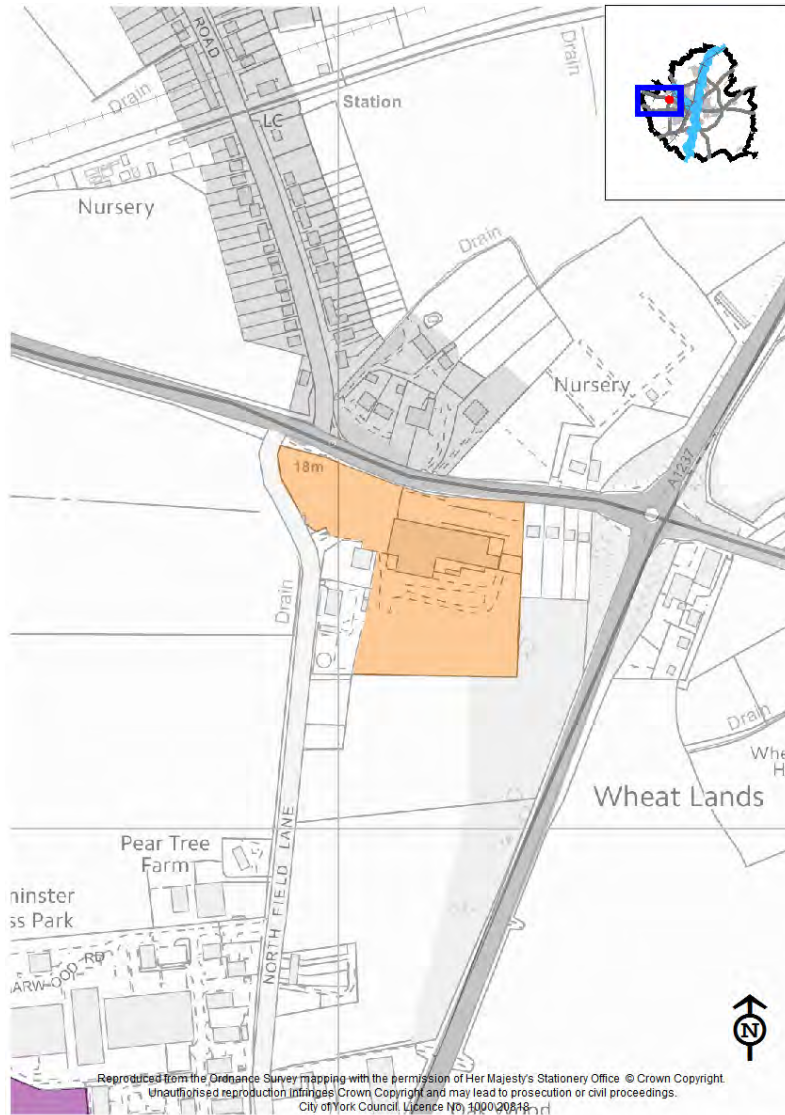
<b>Site Ref:</b>	<b>H53</b>	<b>Site Name:</b>	<b>Land at Knapton Village</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 2		
<b>Commentary</b>			
<p>The site was not included within the Publication Draft Local Plan (2014) as it previously failed Criteria 4 of the Site Selection Methodology – Access to services. As part of this new assessment the Access to Services data has been updated from a 2012 base date to a 2016 base date. This update means that the site now passes the criteria 4 assessment.</p> <p>The site is outside of environmental constraints (1-3 as detailed in the methodology) and has a willing landowner. This is a small site in a small village, and the site is well contained. There are established boundaries on 3 of the 4 sides, including Knapton Main Street (and established hedge) to the west, Back Lane (and established hedge) to the east and a residential property (and hedge) to the north. However, the boundary to the eastern side (with the adjacent agricultural field) only consists of a post and wire fence. It is considered that the site will provide defensible greenbelt boundaries and provides limited infill to the existing settlement form.</p> <p>The site is currently rough semi-improved grassland and has defined hedgerows along its boundary with Main Street and Back Lane. The site is not adjacent to any statutory or non statutory nature conservation sites but is part of a local green infrastructure corridor (13. Acomb Corridor). This corridor is important for a series of grassland sites and aligned gardens creating a network of corridors and wildlife habitats. In order to maintain existing habitats it is important that the existing hedgerows be maintained along with the mature trees within and on the perimeter of the site which include an Oak Tree and an Ash Tree. The site will require a bat survey.</p> <p>Access to the site would be served from Back Lane and it would be necessary to maintain and enhance the footway to Back Lane. Further assessment would be required including the need to potentially widen Back Lane at the site frontage given that the existing road is 4 metres in some places.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 11 houses and therefore is likely to be positive for meeting housing need. This site has access to services and transport routes and consequently scores positively in relation to objectives regarding health, transport, equality and accessibility. The site scores more negatively in relation to education however, as there</p>			

<b>Site Ref:</b>	<b>H53</b>	<b>Site Name:</b>	<b>Land at Knapton Village</b>
<p>are no schools within 800m of the site and few openspaces. The site also scores negatively in terms of land use given that the site is greenfield. Potential negative effects are identified in relation to heritage and landscape as there is the potential are archaeological deposits and this would be development where the openspace may contribute to the setting of the village.</p>			
<p><b>You told us at Preferred Options/ Further Sites consultations ...</b></p>			
<p>New Site for this consultation – no previous comments collected</p>			



<b>Site Ref:</b>	<b>H57</b>	<b>Site Name:</b>	<b>Poppleton Garden Centre (Former E16 Employment Allocation)</b>
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**Consultation boundary:**



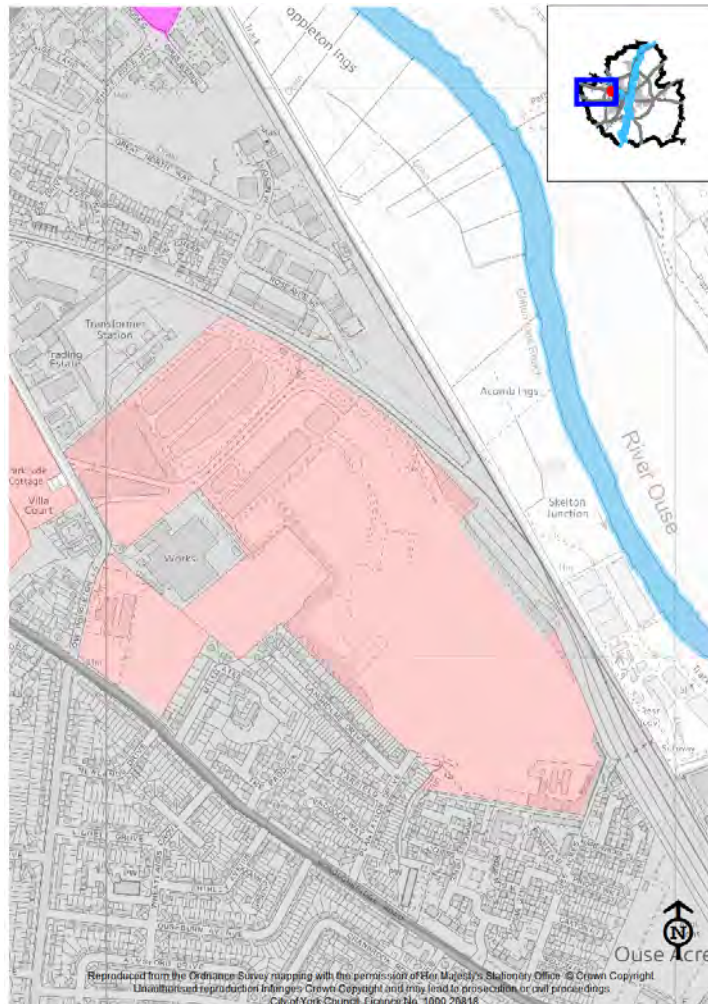
<b>Site Size</b>	2.8ha
<b>Indicative Site capacity</b>	93 dwellings
<b>Archetype/ Density</b>	Village/Rural (Large) – 95% net site area @ 35dph
<b>Proposed allocation</b>	Allocated for residential for 93 dwellings

<b>Site Ref:</b>	<b>H57</b>	<b>Site Name:</b>	<b>Poppleton Garden Centre (Former E16 Employment Allocation)</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	N/A – Site is in existing use as garden centre		
<b>Commentary</b>			
<p>The site was included within the Publication Draft Local Plan (2014) as an employment site (E16) and was allocated for up to 11,200 sqm of light industrial/storage and distribution uses. The site is no longer required for employment uses given the need identified in the Employment Land Review and therefore the site has been re-considered for its potential for residential uses. The site was submitted through the Preferred Options consultation for consideration for re-development over the plan period for either residential, employment or retail use.</p> <p>The site is outside of environmental constraints (1-3 as detailed in the methodology). The site previously failed Criteria 4 of the Site Selection Methodology – Access to services for residential use. As part of this new assessment the Access to Services data has been updated from a 2012 base date to a 2016 base date. This update means that the site now passes the criteria 4 assessment primarily because the site is now adjacent to the Poppleton Bar Park and Ride site offering a frequent bus service to York City Centre.</p> <p>The site has pedestrian access to services in Poppleton village via the signalised crossing on the A59/Northfield Lane junction including Poppleton Railway Station. However some of the facilities including the primary school are more than 800m (10 mins walk) from the site. The masterplan for thye site would need to incorporate improved pedestrian and cycle access to Manor School.</p> <p>Given proximity to the A59 the site would require an air quality and noise assessment and it would be important to design the site to minimise noise from the carriage way and consider the orientation of habitable rooms.</p> <p>It would be important to provide an appropriate landscape frontage to A59 given the sites location on the approach to the city and also to maintain the setting of Poppleton Village. The site is bounded by the A59 and residential and commercial uses on three sides and it is therefore not considered to serve greenbelt purposes.</p>			
<b>SA/SEA summary</b>			
The site may provide 93 houses and therefore is likely to be positive for meeting housing need. This site has good access to transport routes given the proximity of the			

<b>Site Ref:</b>	<b>H57</b>	<b>Site Name:</b>	<b>Poppleton Garden Centre (Former E16 Employment Allocation)</b>
<p>park and ride as well as the railway station. Consequently the site scores positively in relation to objectives regarding Transport and Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change and in terms of land use given that the site is brownfield. The site scores negatively in relation to education as there is no access to a nursery without crossing the ring road. In addition, biodiversity is scored as minor negative due to being adjacent to non statutory NC designation site. There may also be archaeological deposits of interest on this site. Neutral impacts are anticipated on the landscape in this given the nature of existing development and flood risk objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<b>27 objections (to previous allocation for employment uses – Site E16)</b>			
<ul style="list-style-type: none"> <li>• Cannot see how further employment is possible unless the garden centre were to close one third of the area of the present garden centre.</li> <li>• Any development should be restricted to the footprint of the existing building. This helps to maintain the green corridor to the city.</li> <li>• Heavy good traffic from wider employment uses could have impact on the Northfield Lane/A59 junction requiring major infrastructure investment.</li> <li>• Located alongside the most congested section of the outer ring road, not attractive to the market/potential employers.</li> <li>• The site should also be allocated for B1a uses, there is no rationale as to why B1a is excluded from the proposals. Also consider that the site is suitable for retail use in the longer term subject to required impact test.</li> <li>• Unnecessary proposal, all new employment should be met by Northminster Business Park before other sites are considered.</li> </ul>			

<b>Site Ref:</b>	<b>ST1</b>	<b>Site Name:</b>	<b>British Sugar</b>
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**Consultation boundary:**



<b>Site Size</b>	40.7ha
<b>Indicative Site capacity</b>	Total estimated site yield 1140 dwellings (805 in Plan Period)
<b>Archetype/ Density</b>	N/A – Masterplan density taken from Planning Application discussions
<b>Proposed allocation</b>	Allocated for residential for total estimated site yield of 1140 dwellings
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• Create a sustainable balanced community with an appropriate mix of housing informed by the Council's Strategic Housing Market Assessment (SHMA)</li> <li>• Provision of new social infrastructure to serve the needs of</li> </ul>

<b>Site Ref:</b>	<b>ST1</b>	<b>Site Name:</b>	<b>British Sugar</b>
		<p>the new community and surrounding communities including local retail, health, community space, educational facilities and sports provision</p> <ul style="list-style-type: none"> <li>• Provision of a new nursery and primary school and appropriate off –site contributions for secondary school provision</li> <li>• High quality design to give a sense of place and distinctive character reflecting the sites historic use and social heritage</li> <li>• Creation of a framework of public realm/spaces/routes to encourage pedestrian and cycle movements into and through the site</li> <li>• Creation of linked multi-functional green infrastructure including existing landscaped areas to maximise linkages to the wider green infrastructure network</li> <li>• New and improved green infrastructure to meet the needs for formal and informal recreation and leisure use</li> <li>• Optimise integration. Connectivity and access through the provision of new pedestrian, cycle, public transport and vehicular routes to ensure sustainable movement into, out of and through the site</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	York Main Urban Area		
<b>Commentary</b>			
<p>The site was included in the Publication Draft Local Plan as Strategic housing allocation (ST1) for 1140 dwellings. The boundary and total estimated site yield remain unchanged although there has been some re-assessment of the yield within the plan period (2012-2032) based on the likely time before construction will commence due to remediation works required. This means that it is estimated that 805 dwellings will be provided within the plan period to 2032 based on a year 5 start date.</p> <p>A comprehensive masterplan approach to the site is being pursued by the site promoters through the planning application process which includes the former Manor School site and the sports facilities associated with the former British Sugar site. Appropriate levels and types of open space will be provided as part of the re-development.</p> <p>Detailed issues including access, ecology and design will be resolved through the planning application process. Previous technical officer comments have highlighted that the site contains 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</p>			

<b>Site Ref:</b>	<b>ST1</b>	<b>Site Name:</b>	<b>British Sugar</b>
<p>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. 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 is part of Acomb/River Ouse green infrastructure 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>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>			
<b>SA/SEA summary</b>			
<p>The site may provide 1140 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to services and facilities as well as transport connections and consequently scores positively in relation to objectives regarding health, education, transport and equality and accessibility. Further facilities commensurate to population may be required. Positive effects on land use are also identified given that the site is brownfield. The site scores more negatively in relation to biodiversity due to containing a non- statutory NC designation site and being within 250m of a Statutory Nature Conservation site. The site is also within close proximity of the river but has low flood risk. Negative and positive impacts are identified in relation to the water objective given that it is close proximity to the river but remediation of the existing site is also likely to be positive. Mixed effects are also identified for landscape and heritage given an acknowledgement of potential archaeological deposits remaining around the existing industrial use and views towards the city centre.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>84 objections:</b></p> <ul style="list-style-type: none"> <li>• Site is adjacent to sites of biodiversity importance and will require mitigation.</li> <li>• The boundary of the site should be extended to include the former British Sugar sports ground and the former Manor School playing field.</li> <li>• The location of potential new bridges should be determined through the masterplanning and planning application process and should not be identified on the proposals map.</li> <li>• The location for potential railway station or halt should not be identified at this stage as there is no confirmed funding.</li> <li>• The estimated yield of the sites must be identified as a guideline rather than a maximum</li> </ul>			

<b>Site Ref:</b>	<b>ST1</b>	<b>Site Name:</b>	<b>British Sugar</b>
<p>figure.</p> <ul style="list-style-type: none"> <li>• Will have a significant impact on traffic volumes on the A59, A1237 and Millfield Lane, consideration should be given to the re-opening of Low Poppleton Lane.</li> <li>• Falls within a green corridor, development will adversely affect this designation.</li> <li>• The site is better suited to employment development.</li> <li>• There are too many houses proposed in this area including sites ST1, ST2 and H36. Road capacity and local infrastructure such as schools cannot cope with additional houses proposed.</li> <li>• Will have a significant impact on the area by linking the existing small scale housing on the A59 providing a solid urban landscape up to the A59/A1237 junction. There will be no gap between the edge of the urban area and the village of Poppleton.</li> <li>• Delivery is unlikely in year one given lead in times. More realistic for the site to be identified as delivering from year six onwards.</li> <li>• Should not rely too heavily on complex brownfield sites like ST1 in the five year housing supply.</li> <li>• Development will increase the traffic to Millfield Lane at the junction with the ring road. The existing barrier across the Millfield Lane junction with Lower Poppleton Lane should be relocated to separate the new development from Millfield Lane roundabout.</li> <li>• Retention of the openspace (sports ground) will provide an important amenity area.</li> </ul>			

<b>Site Ref:</b>	<b>ST2</b>	<b>Site Name:</b>	<b>Civil Service Sports Ground</b>
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**Consultation boundary:**



<b>Site Size</b>	10.43ha
<b>Indicative Site capacity</b>	292 dwellings
<b>Archetype/ Density</b>	Strategic Site (suburban) – 70% net site area at 40 dph
<b>Proposed allocation</b>	Allocated for residential use for 292 dwellings
<b>Planning principles</b>	<ul style="list-style-type: none"> <li>• Create a sustainable balanced community with an appropriate mix of housing informed by the Council's Strategic Housing Market Assessment (SHMA)</li> <li>• High quality design to give a sense of place and distinctive</li> </ul>



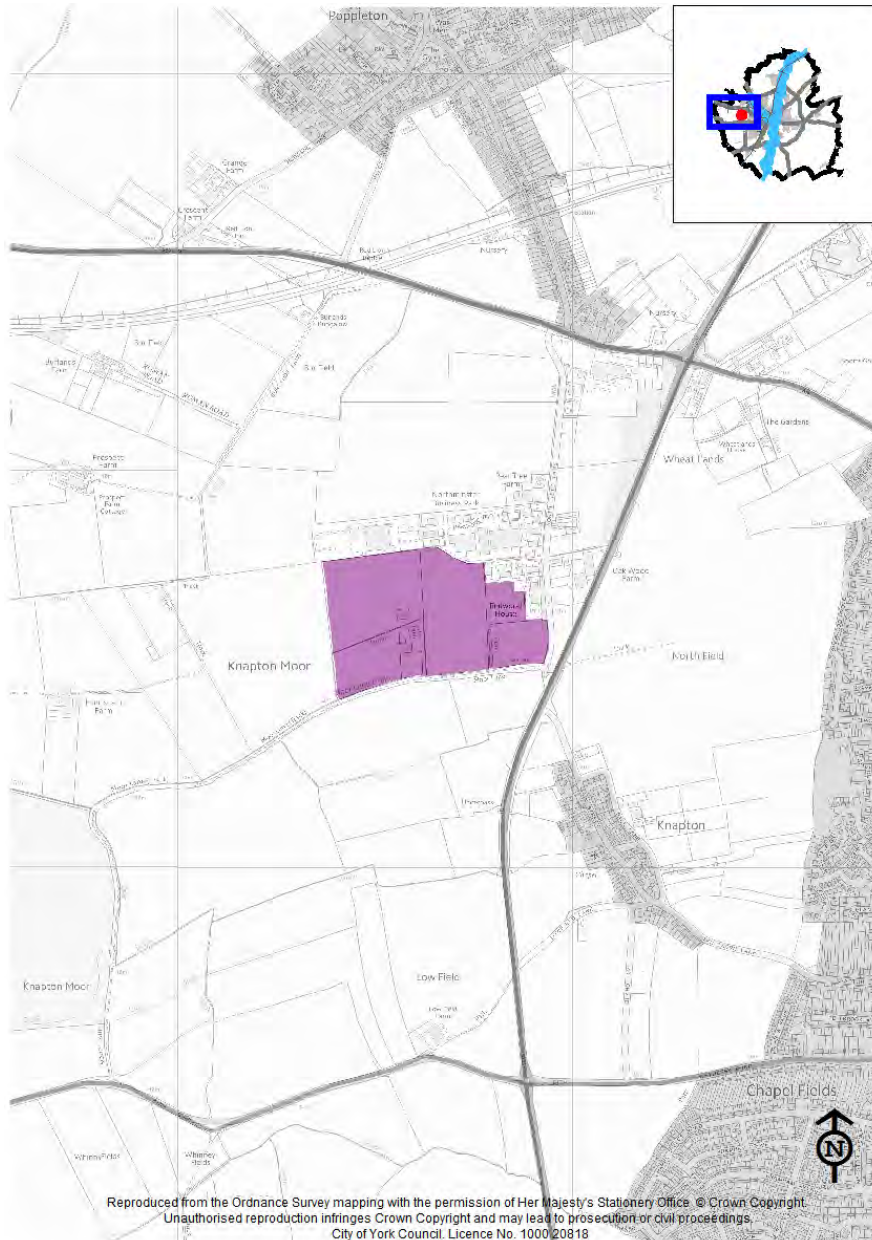
<b>Site Ref:</b>	<b>ST2</b>	<b>Site Name:</b>	<b>Civil Service Sports Ground</b>
			<p>character</p> <ul style="list-style-type: none"> <li>• Appropriate off-site contributions for nursery, primary and secondary education provision</li> <li>• Creation of a framework of public realm/spaces/routes to encourage pedestrian and cycle movements into and through the site</li> <li>• New and improved green infrastructure to meet the needs for formal and informal recreation and leisure use</li> <li>• Optimise integration. Connectivity and access through the provision of new pedestrian, cycle, public transport and vehicular routes to ensure sustainable movement into, out of and through the site</li> <li>• Development should be set back from the A59 frontage and mature trees and landscape feature (with appropriate setting) retained to provide a perception of openness and preserve separation between York and Poppleton</li> </ul>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 2 (part)		
<b>Commentary</b>			
<p>The site was previously included in the Publication Draft Local Plan as a strategic site (ST2). The currently boundary remains as previously consulted on. The site is outside of environmental constraints (1-3 as detailed in the methodology) and has a willing landowner. The site is in a sustainable location with access to public transport routes and local facilities. The site is well contained with strong, permanent boundaries. The area to the north-east of the site, along Millfield Lane is dominated by commercial businesses, 'Tangerine' factory and the former British Sugar Factory. The site is bordered by Boroughbridge Road (A59) to the south, and there is dense vegetation with the boundary of the A59. The eastern boundary is bordered by existing houses at Villa Court and 8 recently built houses on West View Close. The north-western boundary is bordered by Manor School and the western edge of site is located adjacent to houses and the associated gardens on Cinder Lane. Given the level of containment described the site is not considered to serve green belt purposes.</p> <p>The development of the relocated Manor School site has redefined the urban edge in this area – with its brightly coloured buildings and floodlit sports pitches. This development would advance the urban area westwards, filling the larger gap between the Westview Close to the east and the new Manor School site to the west. The site is partly rough grazing land and is partly brownfield following the former Civil Service Sports council sports facility uses which have since been relocated elsewhere within York. However the site is surrounded by significant urbanising influences with the site being well contained within the</p>			

Site Ref:	ST2	Site Name:	Civil Service Sports Ground
<p>urban area.</p> <p>Access to this site could be from the A59 or Millfield Lane, subject to detailed transport analysis. Integrated accessibility with the British Sugar Site (ST1) should be assessed. There are two bus routes (3 services) including the Service 10 with 30 mins frequency. The Poppleton Bar Park and Ride may also provide the opportunity for the site to be connected to an additional higher frequency service dependant on he location of the Park and Ride inbound stops.</p> <p>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>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 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>There are no and no immediate air quality issues 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. 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>When looked at in isolation there is capacity at both existing primary schools and secondary schools to accommodate the projected yield from this site with the required financial contributions. Cumulatively with the British Sugar Site there would be no or limited primary school capacity so a new site would be required (within the British Sugar Site).</p>			
<p><b>SA/SEA summary</b></p>			
<p>The site may provide 292 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to services and facilities as well as transport connections and consequently scores positively in relation to objectives regarding health,</p>			

<b>Site Ref:</b>	<b>ST2</b>	<b>Site Name:</b>	<b>Civil Service Sports Ground</b>
<p>education, transport and equality and accessibility. The land is mixed greenfield/brownfield which has positive negative effects for land use objectives. Potential negative effects are identified for heritage and landscape given that the site may have archaeological deposits and has an existing post medieval field boundary across the site. Site forms part of the rural edge of the city but development will only have a minor effect on setting as other developments in the area have already made impact on the area.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>218 objections:</b></p> <ul style="list-style-type: none"> <li>• The site is visually prominent so should promote York with good design.</li> <li>• Will reduce the green corridor.</li> <li>• Some of the land should be retained for leisure purposes and a sixth form for Manor Academy or infant school.</li> <li>• Historically in the Green Belt and prevents the coalescence of settlements and contributes to the setting of York. The site balances the Green Belt on the opposite side of the A59 preserving a green finger along the urban edge.</li> <li>• Under utilisation of playing pitches should not be considered as an opportunity to dispose of sites. Further detail is required on the justification for this allocation.</li> <li>• An intrusion into the open countryside and represents urban sprawl.</li> <li>• Rural development should be built at less than 30 dwellings per hectare.</li> <li>• There is not sufficient local infrastructure including schools, doctor's surgeries to cope with the proposed new population.</li> <li>• Development will have a significant impact on traffic volumes on the A59, the A1237 and Millfield Lane. Consideration should be given to the re-opening of Low Poppleton Lane to allow residents of Poppleton and the new proposed development to access Boroughbridge Road without having to use the A59 roundabout.</li> <li>• Development will worsen air pollution from the tip at Rufforth and sewage plant at Rawcliffe.</li> <li>• Development will destroy valuable farmland and interrupt key views.</li> <li>• Site would be better suited to employment uses.</li> <li>• Loss of open space which is fundamental to good standard of living and good mental health.</li> </ul>			

<b>Site Ref:</b>	<b>ST19</b>	<b>Site Name:</b>	<b>Land at Northminster Business Park</b>
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**Consultation boundary:**



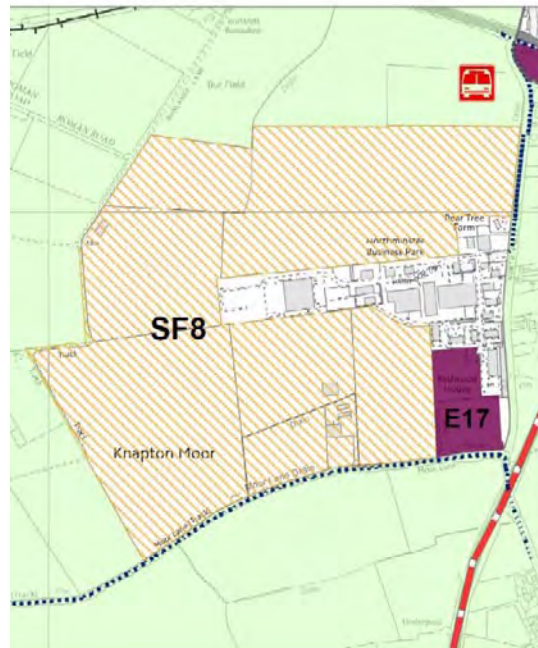
<b>Site Size</b>	15ha
<b>Indicative Site capacity</b>	60,000 sqm B1C/B2/B8 (Light industrial/storage and distribution)
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Allocated for employment uses (B1c/B2/B8)

<b>Site Ref:</b>	<b>ST19</b>	<b>Site Name:</b>	<b>Land at Northminster Business Park</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• To provide for a sustainable business park to help meet the city's employment needs. Ensuring that its composition reflects the economic vision of York</li> <li>• To develop a comprehensive scheme which is linked to the existing business park</li> <li>• Promote sustainable transport solutions linking the proposed site to the Park and Ride</li> <li>• Optimise integration, connectivity and access through the provision of new pedestrian, cycle, public transport and vehicular routes to ensure sustainable movement into, out of and through the site</li> <li>• The site masterplan should include a high quality landscape scheme to ensure an appropriate relationship with its setting particularly the countryside to the west of the site, its relationship to the southern boundary of the site including the relationship with Moor Lane (bridleway) and the village of Knapton</li> <li>• The masterplan will need to ensure that the residential amenity of neighbouring residential properties is maintained</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Mix of Grade 1 and Grade 3		
<b>Commentary</b>			
<p>The site was included within the Publication Draft Local Plan (2014) for employment allocation (E17) for 2.5ha/10,000 sq m of employment uses (B1C/B2/B8) with a wider area of land (51ha) included as safeguarded land (SF8). The reasons for safeguarding at that time related to concerns about deliverability due to separate land ownership.</p> <p>Following further technical officer consideration and analysis of employment demand through the Employment Land Review it is proposed that a 15ha site for up to 60,000 sq m of B1C/B2/B8 floorspace be allocated to the south of the existing Northminster Business Park. This land is outside of environmental constraints (criteria 1-3 as detailed in the methodology) and there is a willing landowner/developer. The site is in a sustainable location with access to the Poppleton Bar Park and Ride offering frequent bus routes to the city centre, access to Poppleton Rail Station and vehicular access to the A59.</p> <p>The site is well contained on 3 of its 4 sides, and most of its 4th side. The northern boundary (with the existing business park) consists of very tall hedges, as does the eastern boundary with Northminster Lane. The site is contained by tall hedges and trees, although</p>			

Site Ref:	ST19	Site Name:	Land at Northminster Business Park
<p>one part is more open with a lower hedge. The western boundary is a well established tall hedge / trees and a deep ditch. There is a PROW (Bridleway) which runs along the southern boundary of the site. The site is therefore considered to provide defensible greenbelt boundaries which will be strengthened through the appropriate landscape setting of the site.</p> <p>The allocation is reflective of forecast need for B1C/B2/B8 uses over the plan period and a need for the Local Plan to allocate a range of employment sites to promote choice to the market. The site offers the opportunity for a phased approach to extending the existing Northminster Business Park which has proven to be an attractive choice to the market for these uses. The site scores well in the Employment Land Review in terms of market attractiveness and investment opportunities.</p> <p>Access to the site would be via the existing Northminster Business Park entrance to the A59 and detailed consideration will need to be given through a Transport Assessment and Travel Plan to promoting sustainable transport choices and ensuring good pedestrian and cycle links.</p> <p>It will be important for the site masterplan to adequately consider landscaping of the site particularly to its southern boundary in order to mitigate impacts and screen the development providing an appropriate relationship with the surrounding landscape.</p> <p>The site has limited ecological constraints. A desk based archaeological assessment will be required to inform the site masterplan.</p>			
<p><b>SA/SEA summary</b></p>			
<p>This site is likely to create between 850-3000 jobs and is therefore likely to have a significantly positive impact on the economy. This site has good access to transport routes given the proximity of the park and ride as well as the railway station. Consequently the site scores positively in relation to objectives regarding Transport and Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change given the potential for district heating. The site scores negatively in relation to education as there are no nurseries within 800m of the site. The site also scores significantly negatively in terms of land use given that the site is greenfield. The site also scores minor negatives for heritage and landscape due to potential for archaeology and potential adverse effects on the rural setting as viewed from the ring road by bringing development closer to the A1237. This may be mitigated through design and landscaping.</p>			

<b>Site Ref:</b>	<b>ST19</b>	<b>Site Name:</b>	<b>Land at Northminster Business Park</b>
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**The former boundary of this site which was consulted on at preferred Options and FSC:**



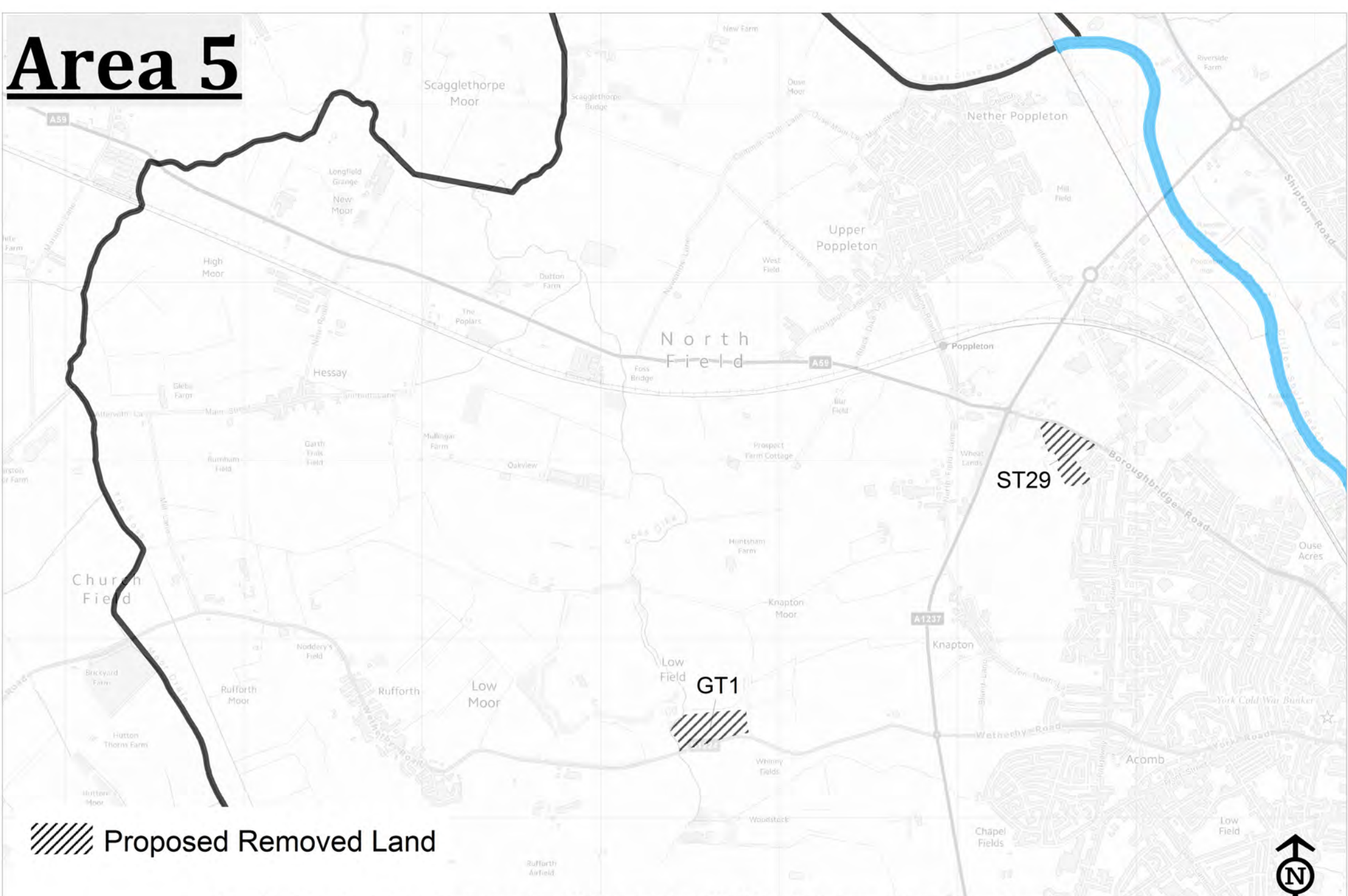
**You told us at Preferred Options/ Further Sites consultations ...**

- 210 objections:**
- The northern area of SF8 would drastically reduce the gap between the existing development at the Business Park and the settlement of Nether Poppleton. The safeguarding and eventual development of parts of this area seems likely to harm elements which contribute to the special character and setting of York
  - Removes a large area of Green Belt and will impact on the function of the A59 as a green corridor running up to the urban edge
  - Size is inappropriate especially in its proximity to Poppleton and Knapton and will impact visually on both villages which are part of the setting of York.
  - Traffic generated will create congestion problems for the A1237 and A59. ST19 should become the safeguarded land and SF8 remain in the Green Belt.
  - The phrase 'safeguarded' is misleading.
  - Concerns about urban sprawl.
  - Opposed to using Green Belt land.
  - Loss of grade 2 valuable agricultural land.
  - The scale of development is too large.

<b>Site Ref:</b>	<b>ST19</b>	<b>Site Name:</b>	<b>Land at Northminster Business Park</b>
<ul style="list-style-type: none"> <li>• Any further expansion would further erode the Green Belt essential to preserving the identity of Poppleton</li> <li>• The designated gaps between the two areas allocated to the south of Northminster Business Park should be designated as a strategic employment site to provide a more cohesive employment zone</li> <li>• Development is contrary to the Village Design Statement and would alter the character of the area</li> </ul>			



# Area 5



 Proposed Removed Land



**Area 5 Sites removed following further analysis.**

Site ref	Site name	Main Reasons											Summary	
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues		
ST29	Land at Boroughbridge Road				√									Following further technical officer consideration it is considered that the site provides an important role in the setting of York providing views over open countryside as you travel from York towards the A1237 along the A59. Although the site is partially contained with occasional tree planting and hedgerows along with existing residential properties to the east it has open fields to the southern boundary. The site provides a role in separating the urban edge of York from the village of Poppleton, preventing coalescence which has already been compromised on the opposite side of the road through the Manor School development. For these reasons it is considered to serve greenbelt purposes.
GT1		√			√									Following further technical officer consideration it is considered that the site is predominantly

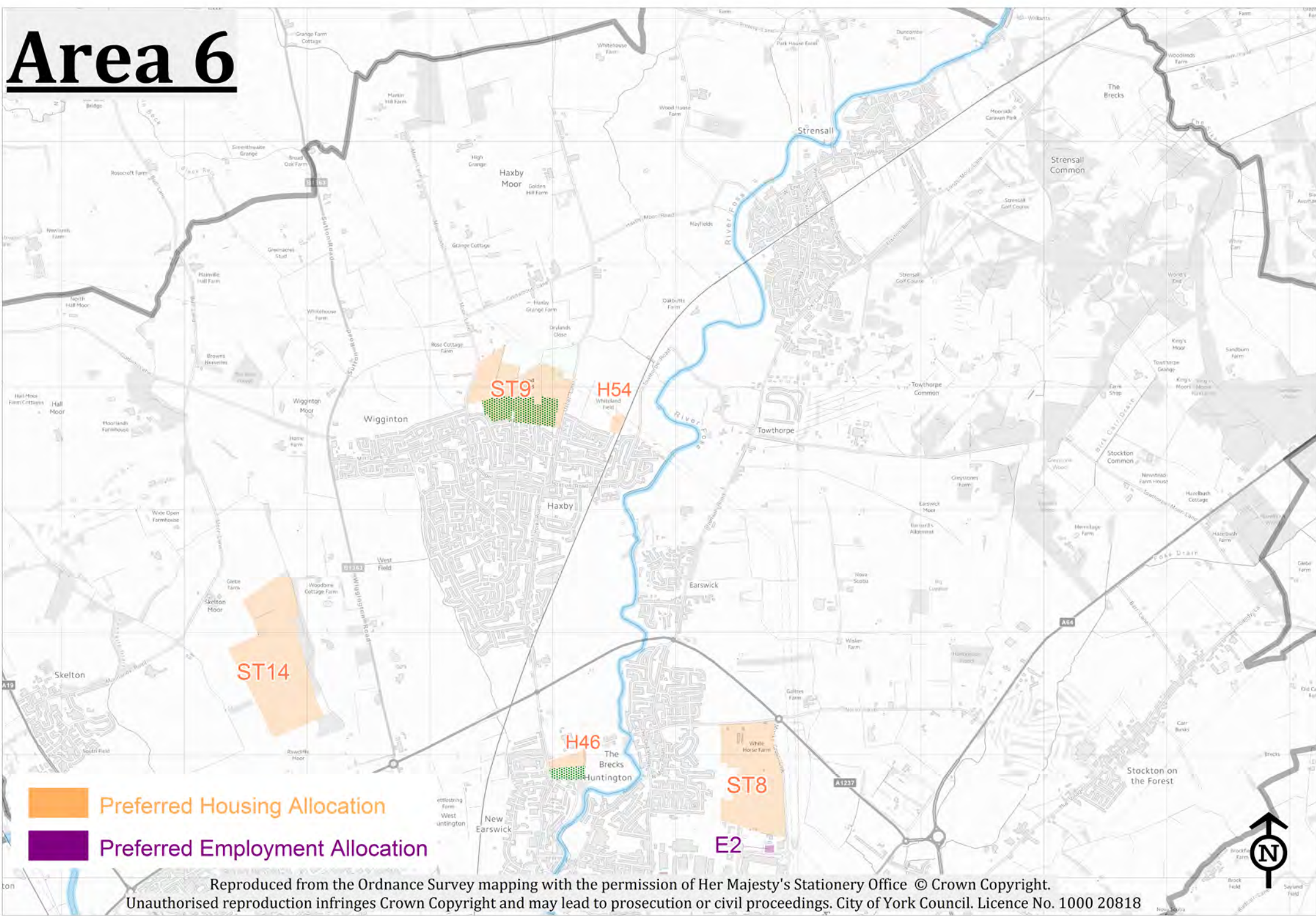
Site ref	Site name	Main Reasons											
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues	Summary
													<p>open although it is partially contained by the B1224 and Moor Lane. The site is divorced from the built up areas of Rufforth Village and the main urban area. Also given its relatively small size it is not considered large enough to create a free standing settlement in its own right to reflect the urban form of York. For these reasons it is considered to serve greenbelt purposes .</p> <p>Given its location there are also concerns about access to services and its overall sustainability.</p>

## AREA 6 SITES

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Allocation Ref	Site Name	Page Number	Ward Name
<b>Preferred Allocations</b>			
E2	Land North of Monks Cross Drive	188	Huntington & New Earswick
H46	Land to North of Willow Bank and East of Haxby Rd, New Earswick	190	Huntington & New Earswick
H54	Whiteland Field	194	Haxby & Wigginton
ST8	Land North of Monks Cross	197	Huntington & New Earswick
ST9	Land North of Haxby	203	Haxby & Wigginton
ST14	Land to West of Wigginton Road	208	Rural West York
<b>Potential Removed Sites</b>			
H27	Land at the Brecks	214	Strensall
H37	Land at Greystones Court, Haxby	215	Haxby & Wigginton
H34	Land North of Church Lane, Skelton	215	Rural West York
H30	Land to South of Strensall Village	215	Strensall
H48	Haxby Hall EPH	216	Haxby & Wigginton
ST18	Monks Cross North	217	Huntington & New Earswick

# Area 6



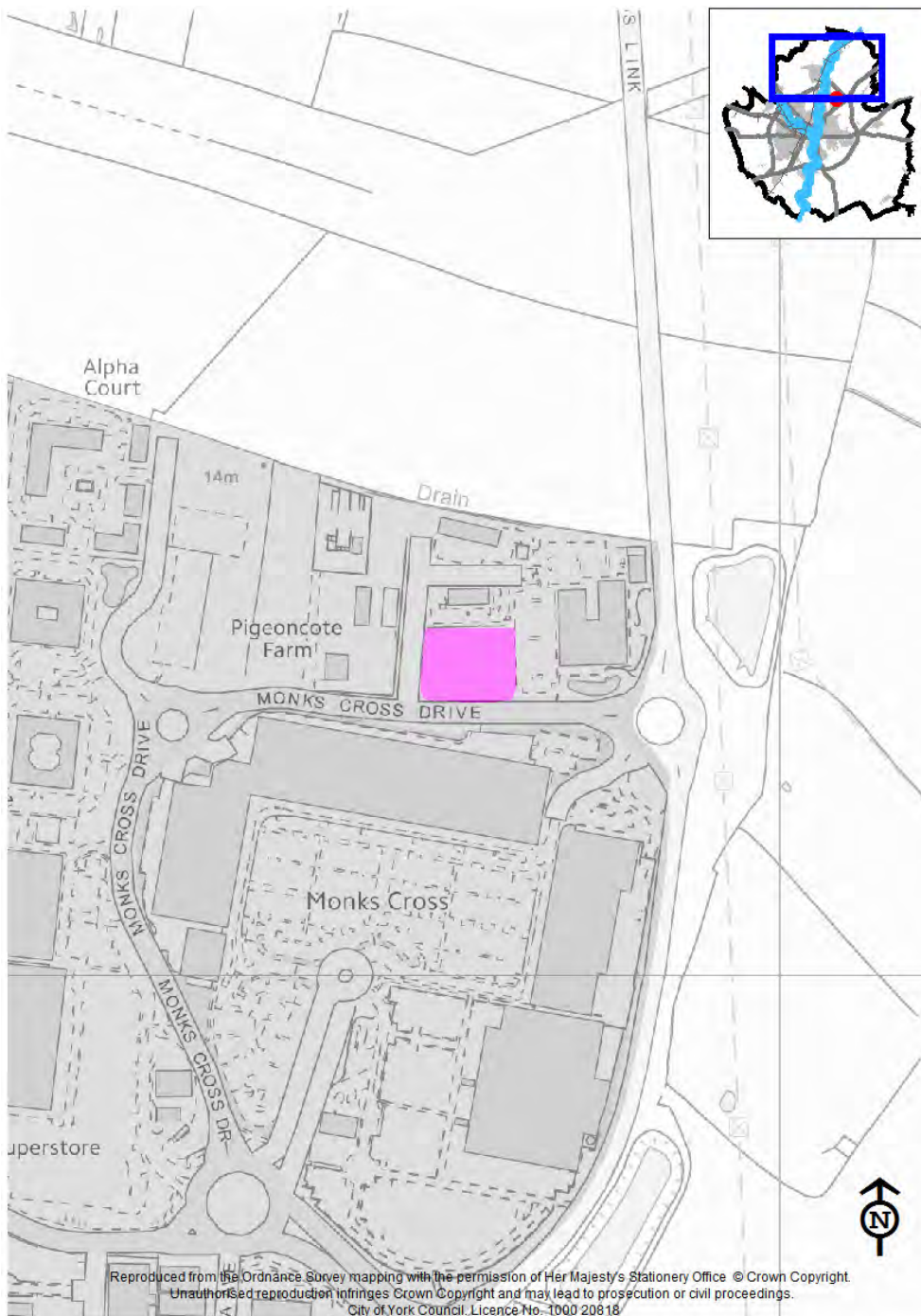
- Preferred Housing Allocation
- Preferred Employment Allocation

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<b>Site Ref:</b>	<b>E2</b>	<b>Site Name:</b>	<b>Land to the North of Monks Cross Drive</b>
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**Consultation boundary:**

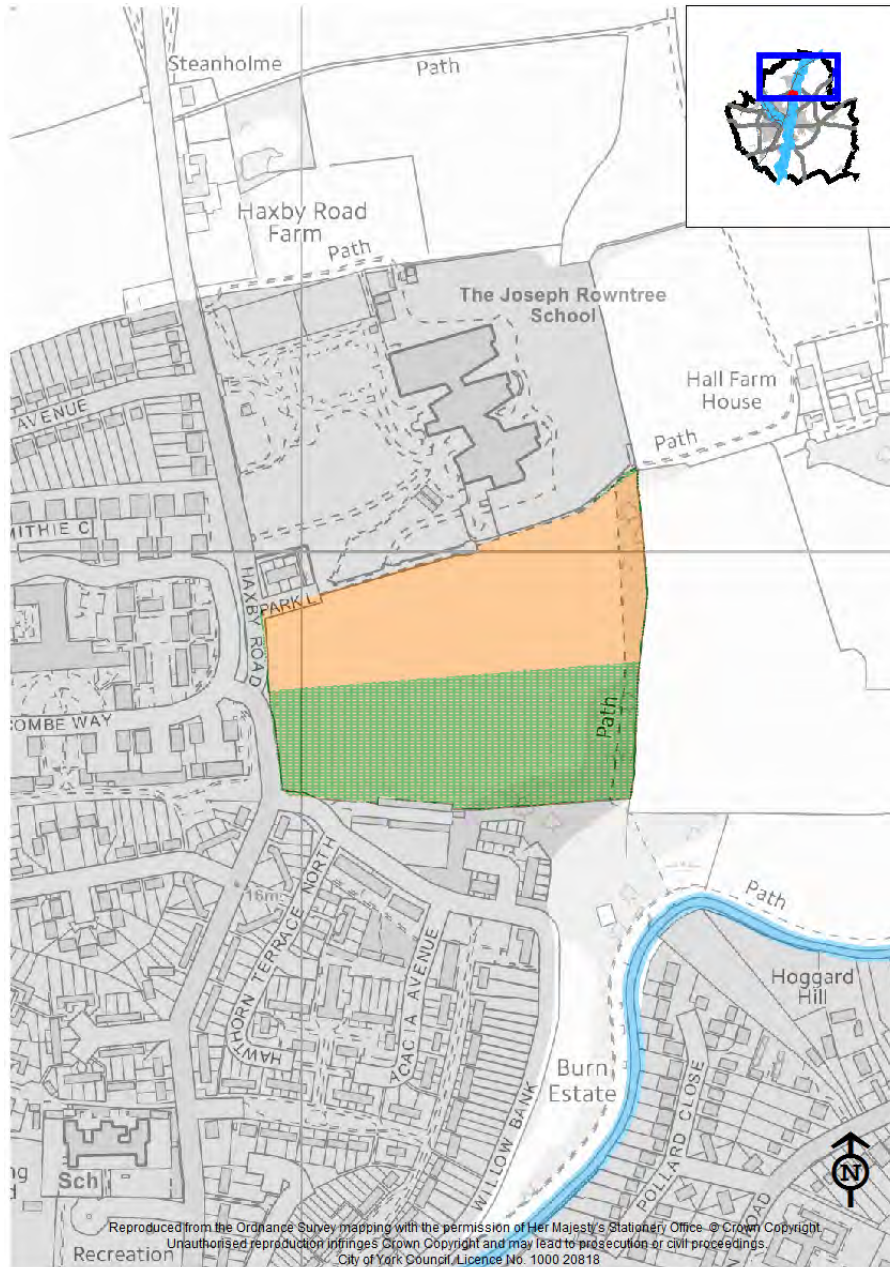


<b>Site Size</b>	0.4ha
<b>Indicative Site capacity</b>	3,000 sq m B1C/B2/B8 (light industrial/storage and distribution)
<b>Archetype/ Density</b>	N/A
<b>Proposed allocation</b>	Allocation for general employment uses including light industrial and storage and distribution

<b>Site Ref:</b>	<b>E2</b>	<b>Site Name:</b>	<b>Land to the North of Monks Cross Drive</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – (Low risk)		
<b>Agricultural Land Zone</b>	Grade 3		
<b>Commentary</b>			
<p>The site was included within the Publication Draft Local Plan as a general employment site (E2) for B1C/B2/B8 uses. The proposed site boundary remains the same. The site is outside of environmental constraints (Criteria 1-3 as detailed in the methodology) and is in a sustainable location close to facilities at Monks Cross Shopping Park and the Monks Cross Park and Ride.</p> <p>The site is a remaining plot in an existing commercial area at Pigeoncote Farm. The sites scores relatively poorly in the Employment Land Review in relation to market attractiveness but given it is a vacant plot within an existing employment area it is considered appropriate to retain the site as an allocation within the plan.</p> <p>The site has limited constraints to delivery and there are no ecological or landscape issues raised. The site could either be accessed off the existing service road to the north of Monks Cross Drive or an alternative access could be provided off the eastern branch at the northern end of the spur road which runs to the northern boundary of the site. Opportunities to enhance pedestrian and cycle links to the site should be explored.</p>			
<b>SA/SEA summary</b>			
<p>This site is likely to create up to 150 jobs and is therefore likely to have a significantly positive impact on the economy. This site has good access to services and facilities and consequently scores significantly positively in relation to objectives for Transport and Equality and Accessibility. Potential positives are also identified in relation to reducing the impact on climate change. The site scores more negatively in relation to education as there are no nurseries within 500m of the site. The site scores more negatively in terms of land use given that the site is greenfield, although it is acknowledged that this would be an infill within the existing business uses. Neutral impacts are anticipated in relation to heritage, landscape and flood risk.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>1 objection:</b></p> <ul style="list-style-type: none"> <li>• There should be no future developments in or around Huntington. Before any further development for shopping centres the outer ring road needs priority for a dual carriage way and also the A64 to Scarborough as there is congestion at peak times</li> </ul>			

<b>Site Ref:</b>	<b>H46</b>	<b>Site Name:</b>	<b>Land to the North of Willow Bank</b>
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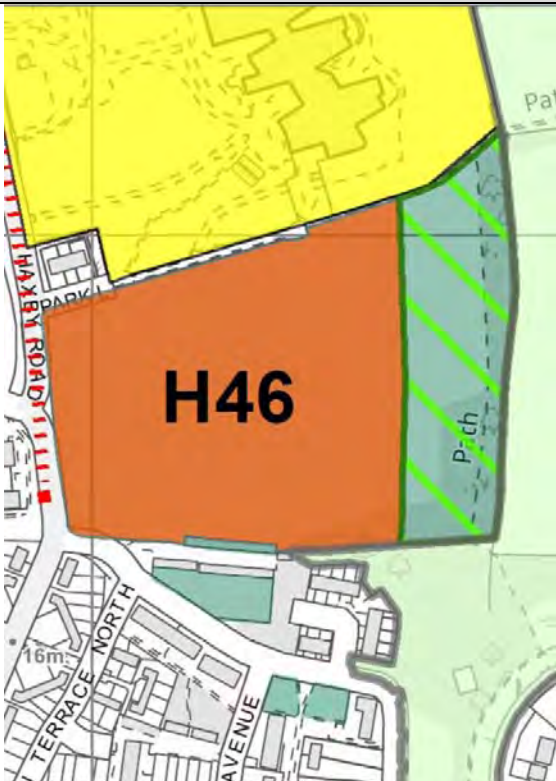
**Consultation boundary:**



<b>Site Size</b>	Total site size 2.74ha
<b>Indicative Site capacity</b>	104 dwellings
<b>Archetype/ Density</b>	Suburban (medium) – 95% net site area @ 40 dph
<b>Proposed allocation</b>	Allocated for residential for 104 dwellings



<b>Site Ref:</b>	<b>H46</b>	<b>Site Name:</b>	<b>Land to the North of Willow Bank</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1		
<b>Agricultural Land Zone</b>	Grade 3a		
<b>Commentary</b>			
<p>The site was previously included in the Publication Draft Local Plan (2014) as site H46 for 118 dwellings. The site boundary has been re-assessed on the basis of consultation comments received and also the deficiency of open space in the New Earswick area. The site size is proposed to be reduced to 2.74ha with an area of land to the south of the allocation to be allocated as open space.</p> <p>The wider site area has a value of general open space value currently being used for recreational and amenity greenspace and is of value to the local community. The site is also part of the local green infrastructure corridor linking New Earswick and Huntington along the River Foss corridor. For these reasons the site area has been reduced and a 3ha area of land to the south of the site is proposed as an open space allocation.</p> <p>The site is the northern half of a broadly square field between Willow Bank and Joseph Rowntree School, and is contained on 3 of its sides. To the north, the boundary is formed by the school grounds, with a high metal security fence, PROW (Track), post and rail fence and a mature tree line. To the east, is a mature tree belt, separating New Earswick and the fields west of Huntington Old Village. To the west, the boundary is formed by Haxby Road and its hedge and post &amp; rail fence &amp; sporadic tree boundary treatment. However to the south, there is no boundary as it cuts across a large field in an east-west direction. To the west of Haxby Road lies Hartrigg Oaks Retirement Homes. To be contained, it may be necessary to incorporate some integration with open space on the remaining part of the field to ensure an appropriate landscape setting. It is considered for these reasons that the site would perform defensible greenbelt boundaries and does not serve greenbelt purposes. Development of this site would fill in a gap between New Earswick and Joseph Rowntree School and would round off the built up area</p> <p>The site is designated as a Site of Local Interest (109 – Meadow at New Earswick by Joseph Rowntree School). This would not preclude the re-development of the site but this would need to be considered in detail through further assessments and would need to be reflected adequately in the design and layout of any proposal. The site was recorded as having remnants of species rich grassland but the last recorded survey was 2007 so further assessment would be required to check if this interest remains. The site also falls within the River Foss Regional Green Infrastructure Corridor. The woodland on the eastern boundary is listed on the national deciduous woodland Biodiversity Action Plan Priority Habitat inventory. This should be retained and a suitable buffer provided.</p>			

<b>Site Ref:</b>	<b>H46</b>	<b>Site Name:</b>	<b>Land to the North of Willow Bank</b>
<p>An archaeological evaluation has been carried out and no issues have been recorded. There is low quality ridge and furrow on the site but this would not need to be maintained.</p> <p>A Transport Assessment would be required to understand access potential which could be taken from Haxby Road. There is the opportunity to enhance safe pedestrian and cycle routes to Joseph Rowntree School.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide 104 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to services and facilities as well as transport connections and consequently scores significantly positively in relation to objectives regarding health, education, transport and equality and accessibility. Negative effects on land use are identified given that the site is greenfield. Potential negative effects are identified in relation to heritage as there is the potential for archaeological deposits. Negative effects on landscape have also potentially been identified given that this would be infill of an openspace in a residential area leading out to more open countryside. The site is also within proximity of a non-statutory nature conservation designation. Neutral impacts are identified on the flood risk objective.</p>			
<b>The former boundary of this site which was consulted on at preferred Options and FSC:</b>			
			

<b>Site Ref:</b>	<b>H46</b>	<b>Site Name:</b>	<b>Land to the North of Willow Bank</b>
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p><b>31 objections:</b></p> <ul style="list-style-type: none"> <li>• This site has a value of general open space particularly for dog walkers and provides GI value Development would be detrimental to open space provision between New Earswick and Huntington</li> <li>• It contributes to the landscape setting of New Earswick, adjoining the edge of a conservation area. Need to evaluate the loss of this area and whether this will harm the elements which contribute to the special character and setting of the city</li> <li>• The fields are needed to soak up water otherwise flooding may be an issue</li> <li>• No evidence provided of the impact on the A1237 and on local transport infrastructure that is already under pressure. Will worsen air quality</li> <li>• The ring road must be duelled before any development takes place</li> </ul>			

<b>Site Ref:</b>	<b>H54</b>	<b>Site Name:</b>	<b>Whiteland Field</b>
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**Consultation boundary:**



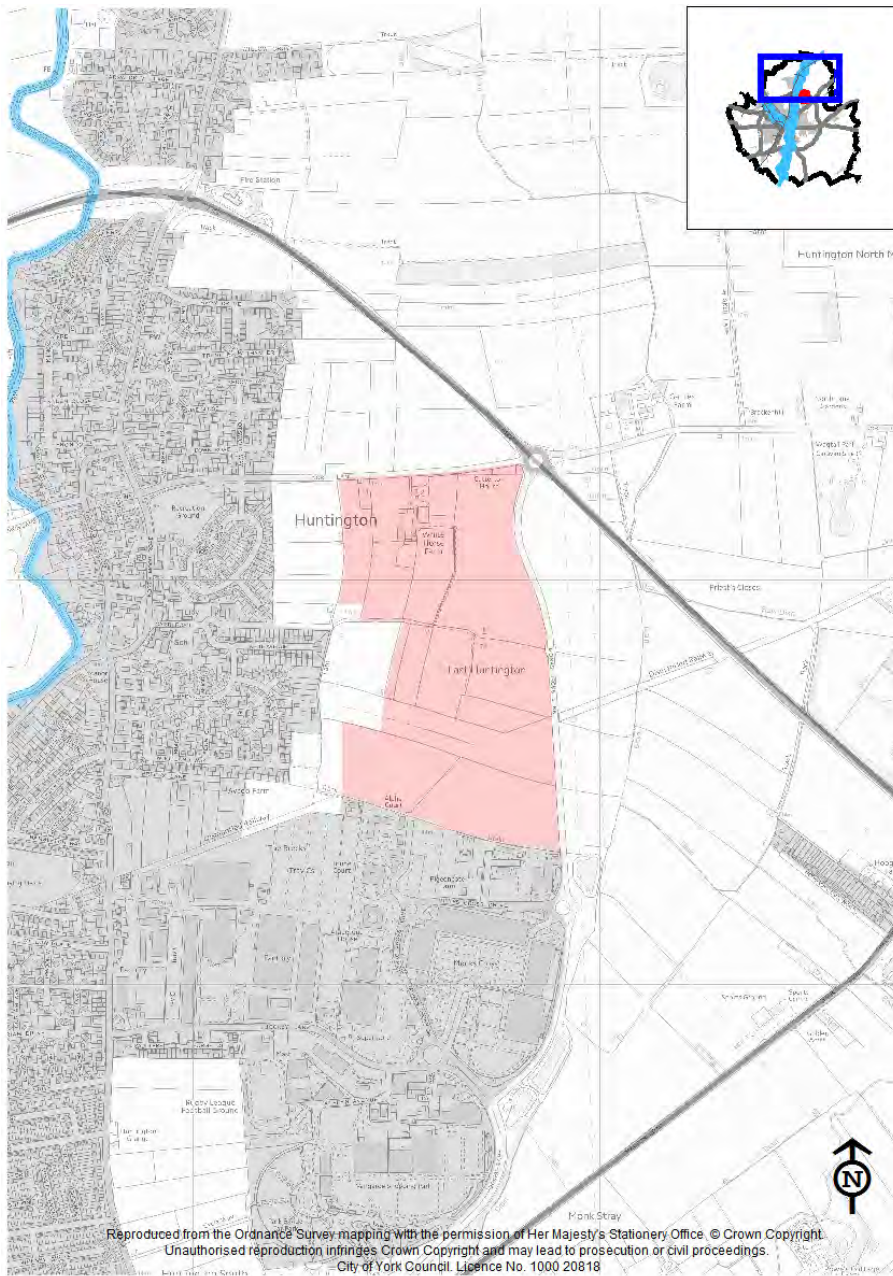
<b>Site Size</b>	1.3ha
<b>Indicative Site capacity</b>	49 dwellings
<b>Archetype/ Density</b>	Suburban (medium) – 95% net site area at 40dph
<b>Proposed allocation</b>	Allocated for residential use for 49 dwellings

<b>Site Ref:</b>	<b>H54</b>	<b>Site Name:</b>	<b>Whiteland Field</b>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood zone 1		
<b>Agricultural Land Zone</b>	Grade 3		
<b>Commentary</b>			
<p>The site was not included within the Publication Draft Local Plan (2014) as it previously failed Criteria 4 of the Site Selection Methodology – Access to services. As part of this new assessment the Access to Services data has been updated from a 2012 base date to a 2016 base date. This update means that the site now passes the criteria 4 assessment.</p> <p>The site is outside of environmental constraints (1-3) and has a willing landowner. The site is located on the northern edge of the Haxby built up area and is former agricultural land. The site is well contained on 3 sides – to the east lies the East Coast Railway Line, to the south residential properties off Usher Park Road and Swarthdale, and to the west, domestic gardens to properties on Usher Park Road (with hedge / fence boundaries). To the north east lies open fields with a hedge boundary and to the north west, open fields with a low hedge boundary (possibly a watercourse / ditch). The northern boundary is marked by a large hedgerow which would act as a strong defensible feature creating a strong greenbelt boundary. Also given the containment of the site it is not considered that the site serves greenbelt purposes.</p> <p>The site is not situated in a sensitive landscape and has overhead electricity lines crossing it in an east/west direction. In keeping with national and local character areas any future development would seek to retain and enhance key features, such as the existing large hedgerow to the north of the site. The Masterplan for the site should have regard to the existing landscape characteristics of the site by retaining and enhancing the hedgerow to the north of the site and planting an appropriate landscape buffer to the east of the site. The Masterplan should also consider the existing electricity pylons and overhead wires which may reduce the development capacity of the site below that estimated from the standard density archetype used for the purposes of site selection.</p> <p>The site is not subject to any national or local nature conservation designations covering the site or the immediate surrounding areas, which could constrain its development. A Phase 1 Habitat Survey was undertaken by SLR in July 2013. The Habitat Survey involved a desk study and field survey to obtain ecological features within the site boundary. The Survey demonstrates that there are no ecological constraints that would prevent this site from being developed for residential use.</p> <p>The site could be accessed from Usher Park Road and the site is sustainably located in close proximity to a range of local facilities and services and existing public transport links. There are no reasons on highways or transport grounds why the site could not be developed for residential purposes.</p>			

<b>Site Ref:</b>	<b>H54</b>	<b>Site Name:</b>	<b>Whiteland Field</b>
<b>SA/SEA summary</b>			
<p>The site may provide 49 houses and therefore is likely to be positive for meeting housing need. This site has access to services and transport routes and therefore scores positively in relation to the health and transport objectives. The site scores more negatively in relation to education however, as the primary school is within 800m of the site. The site also scores negatively in terms of land use given that the site is greenfield. Potential negative effects are identified in relation to heritage as there is the potential for archaeological deposits. Neutral impacts are identified on flood risk and biodiversity objectives.</p>			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
New site for this consultation – no comments previously collected.			

<b>Site Ref:</b>	<b>ST8</b>	<b>Site Name:</b>	<b>Land to the North of Monks Cross</b>
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**Consultation boundary:**




<b>Site Size</b>	39.5 ha (13.8ha openspace)
<b>Indicative Site capacity</b>	968 dwellings
<b>Archetype/ Density</b>	Village/rural exceptional archetype (70% @ 35dph)
<b>Proposed allocation</b>	Allocated for residential development for 968 dwellings 875 in the plan period

<b>Site Ref:</b>	<b>ST8</b>	<b>Site Name:</b>	<b>Land to the North of Monks Cross</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• Deliver a sustainable housing mix in accordance with the Strategic Housing Market Assessment (SHMA)</li> <li>• Create strategic landscape buffering along the existing road network that will retain key views.</li> <li>• Creation of the Strategic greenspace to the west of the site will have an important role in protecting ecological assets, safeguarding the historic character and setting of the city and conserving on-site heritage assets including Ridge and Furrow, archaeology, hedgerows and trees that contribute to the setting of Huntingdon. The provision of the new green wedge to the west of the site will also create an appropriate setting for the existing village of Huntingdon and this should be linked into the adjacent new housing scheme currently under construction at Windy Ridge/Brecks Lane.</li> <li>• Maximise the sites function as a sustainable new development by incorporating an appropriate range of community facilities</li> <li>• Provide enhanced safe and integrated pedestrian and cycle routes to the existing available facilities at Monks Cross to maximise the sites sustainable location</li> <li>• Deliver a new primary school in an accessible location (to be assessed further based on generated needs) as well as providing appropriate contributions for nursery and secondary education</li> <li>• Provide new site access from Monks Cross Link Road with no new direct access to the A1237</li> <li>• Deliver high quality, frequent and accessible public transport services through the whole site including facilitation of links to local employment centres and York City Centre. It is envisaged such measures will enable 15% of trips to be undertaken using public transport</li> <li>• Maximise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the City and surrounding areas creating well-connected internal streets and walkable neighbourhoods</li> <li>•</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1 – Low risk		
<b>Agricultural Land Zone</b>	Grade 3a – High quality		
<b>Commentary</b>			
<p>The site was previously included in the Publication Draft Local Plan as strategic site ST8. The site area at that time was 52ha with an estimated yield of 1400 in total of which 1200</p>			



Site Ref:	ST8	Site Name:	Land to the North of Monks Cross
<p>were to be built within the plan period. To the south of the site there was also a proposed employment allocation (ST8) for 8ha/ 64,000 sqm B1a (office) development.</p> <p>Following further consideration by technical officers it is proposed that the site area be reduced to 39.5ha with an area of 13.8ha proposed for strategic greenspace between the western boundary of the site and the existing built edge of Huntington Village. This will create an important green wedge between the proposed allocation and Huntington providing a significant new area of greenspace/open space for existing and new residents. Huntington and New Earswick ward is currently deficient in a number of open space typologies and this will provide the opportunity to improve facilities in the area. The northern boundary of the site now follows North lane which provides a defensible greenbelt boundary and minimises impact on the historic character and setting of York particularly in relation to preventing coalescence between Huntington and Earswick village and protecting views into York from the A1237.</p> <p>The site is considered as well contained as it has three boundaries with the built up area and permanent recognisable physical boundary (North Lane / hedges (to the north), Monks Cross Link Road /post and rail fence (to the east) and monks cross retail park the current edge of the main urban area to the south). The western boundary follows a hedge line along the north western Side. South of this however there are some areas with no physical boundary. The area of separation between the existing Huntington settlement and the proposed site boundary has been determined in order to allow Huntington to maintain its identity and not sprawl outwards while this proposed site could form a new contained neighbourhood within the main York urban area. The western boundary has been stepped and is generally one or more field boundary away from the existing built up residential boundary of Huntington to allow some separation from the existing built up area and allow a potential green corridor to run between the western edge of the allocation and the eastern built up extent of Huntington.</p> <p>The current Monks Cross commercial area including the retail park is highly urbanised and visible when approaching from the north along the monks cross link road. The horizon is predominantly commercial uses to the South of the site including large cranes at the portakabin works. Monks Cross Link Road (the Eastern Boundary f the site) and the A1237 roundabout to the North East of the site are busy roads and also introduced urbanising features to the agricultural landscape. North lane is less of an urbanising influence.</p> <p>The site is in a sustainable location with access to local services and public transport routes including the Park and Ride and is controlled by willing landowners.</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. 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</p>			

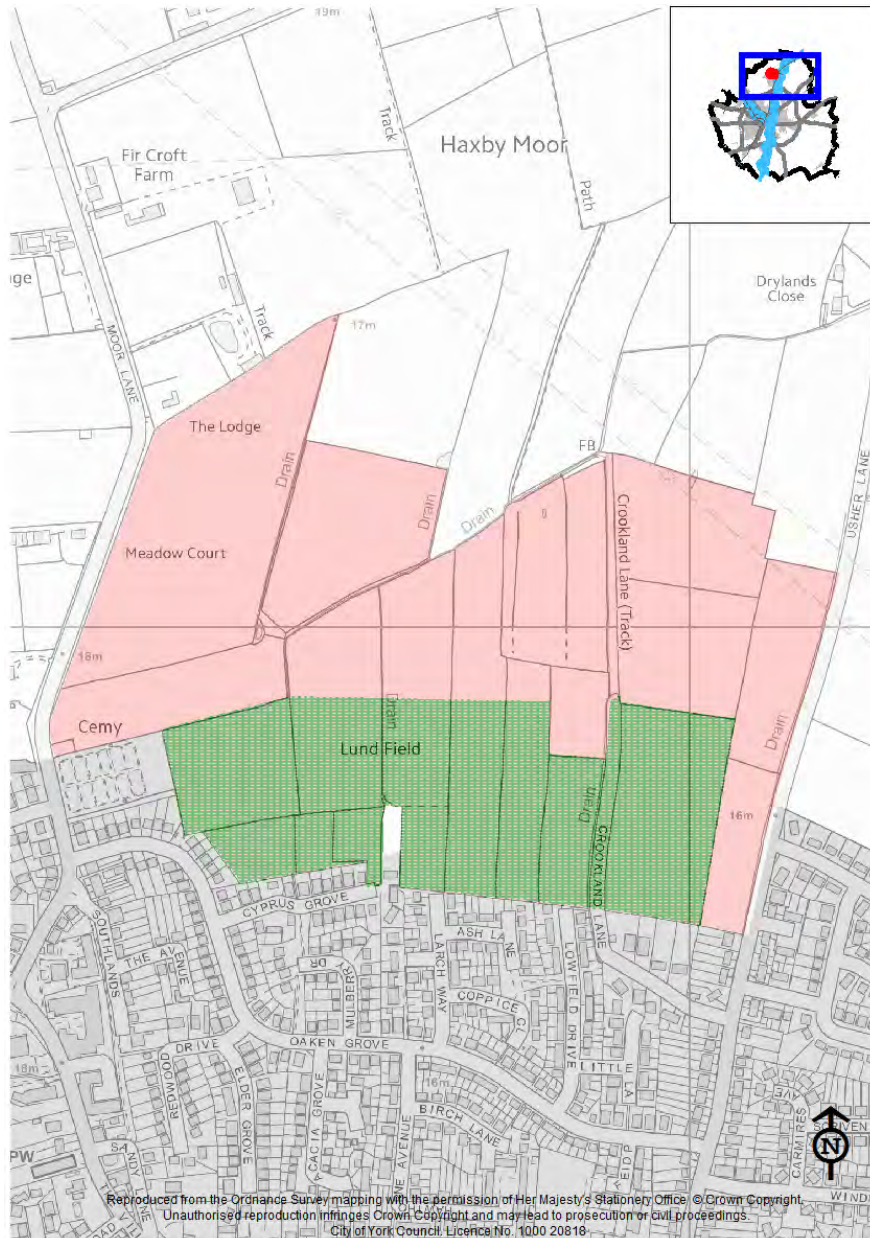
Site Ref:	ST8	Site Name:	Land to the North of Monks Cross
<p>also a Park &amp; Ride to the South of Monks Cross which offers opportunities for sustainable travel routes to the City Centre if appropriate linkages are made to this site. The site will exacerbate congestion in the area, particularly at peak 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>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 north that would need to be preserved. A landscape strategy for the site should include an appropriate landscape treatment adjacent to the link 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>There is very limited primary and secondary capacity within existing schools to provide for the estimated capacity of this site. It would be necessary therefore to deliver a new primary school on site in an accessible location as well as providing for nursery and secondary education. Education facilities should be provided with appropriate levels of playing field provision and community access and would be need to serve the earlier phases of development, particularly with regards to primary school provision. Contributions towards secondary provision will be sought with a new facility provided in association with site ST7 (Land East of Metcalfe Lane).</p>			
<p><b>SA/SEA summary</b></p>			
<p>The site may provide 968 houses and therefore is likely to be significantly positive for meeting housing need. This site has good access to services and facilities at Monks Cross as well as transport routes, including a park and ride. The site consequently scores significantly positively in relation to objectives regarding health, transport, education, equality and accessibility. Land use objectives are negative as this is a greenfield site. Negative effects against the heritage are also identified due to the potential for significant archaeological deposits and existence of medieval field boundaries/ridge and furrow. Although the development leaves a green space between Huntington and the site boundary, there may be potential impacts on the landscape given that development will potentially have a urbanising effect on the rural character of this area and potentially on the rural setting of the city as experienced from the ring-road. It is acknowledged that moving the site boundary to North Lane lessens this impact on the northern extent closer to the ring</p>			

<b>Site Ref:</b>	<b>ST8</b>	<b>Site Name:</b>	<b>Land to the North of Monks Cross</b>
road. Neutral effects are identified for flood risk and biodiversity.			
<b>The former boundary of this site which was consulted on at preferred Options and FSC:</b>			
			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p>177 objections (1084 signatures on petition)</p> <ul style="list-style-type: none"> <li>• Proposed number of dwellings is excessive and should be reduced to circa 400-500 phased with provision of additional infrastructure</li> <li>• Will leave Huntington with very little green space</li> <li>• Will increase congestion on A1237 particularly in conjunction with proposed ST11</li> <li>• Existing flooding, drainage and surface water issues which will be exacerbated</li> <li>• Will reduce the gap between edge of built up area and ring road and would affect views of the city and its rural setting</li> <li>• Lack of existing infrastructure to support development including school places, GP'S and community facilities</li> <li>• Development is within 5km of Strensall Common SSSI and SAC</li> <li>• Land at Broome Close is a large expanse of water which is a haven for wildlife incl. birds and GCN</li> <li>• Destruction of hedgerows will destroy wildlife habitats</li> <li>• Remains of ridge and furrow which will be lost</li> </ul>			

<b>Site Ref:</b>	<b>ST8</b>	<b>Site Name:</b>	<b>Land to the North of Monks Cross</b>
<ul style="list-style-type: none"> <li>• Will destroy the character of Huntington village and make it a town</li> <li>• Need new community and spiritual provision</li> <li>• Site should be designated as green wedge or stray</li> <li>• A1237 should be dualled before any further development</li> <li>• Pedestrian access to existing facilities at Monks Cross needs to be improved so people can access sustainably</li> </ul>			

<b>Site Ref:</b>	<b>ST9</b>	<b>Site Name:</b>	<b>Land North of Haxby</b>
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**Consultation boundary:**



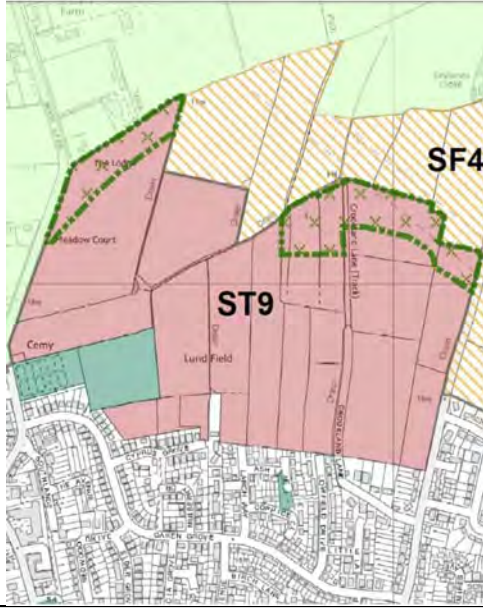
<b>Site Size</b>	35ha (11.5ha Strategic Openspace)
<b>Indicative Site capacity</b>	735 dwellings
<b>Archetype/ Density</b>	Strategic Site – 60% net site area at 35 dph
<b>Proposed allocation</b>	Allocated for residential for 735 dwellings

<b>Site Ref:</b>	<b>ST9</b>	<b>Site Name:</b>	<b>Land North of Haxby</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• Deliver a high quality design which will provide an appropriate new extension to the settlement of Haxby</li> <li>• Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment (SHMA) and policies on affordable housing addressing local need for smaller family homes and bungalows/sheltered housing</li> <li>• Create strategic openspace to the south of the site to reflect the needs of the Haxby and Wigginton ward including formal pitch provisions, informal amenity greensapce, play provision and allotments. The openspace needs of the area should be assessed in detail, liaising with Haxby Town Council and Wigginton Parish Council, the neighbourhood plan group and local residents</li> <li>• Create new local facilities as required to provide an appropriate range of shops, services and facilities to meet the needs of future occupiers of the development.</li> <li>• Provide a suitable drainage strategy to ensure there is no increase to existing agricultural run-off rates and existing drainage ditches are maintained and enhanced. The strategy should be developed in conjunction with the Council and required statutory bodies and should ensure that the development will not exacerbate existing issues with surface water and drainage.</li> <li>• Within the vicinity of the site the public foul sewer network does not have adequate capacity available to accommodate the anticipated foul water discharge from this site. Connection to the public sewer network will incur additional costs and developers will need to work with Yorkshire Water in developing a suitable scheme.</li> <li>• Provide access from Moor Lane to the west of the site with appropriate improvements to the junction with the Village and secondary access from Usher Lane to the east with associated improvements to the junction with Station Road.</li> <li>• The scheme should seek to minimise the amount of trips using the Usher Lane/Station Road junction due to existing capacity and safety issues. Alternative access should be considered which could include access from the site to the east of Usher Lane to Towthorpe Road. The potential for a rail halt in this location should also be explored</li> <li>• Optimise pedestrian and cycle integration, connection and accessibility in and out of the site and connectivity to the City and surrounding area creating well-connected internal</li> </ul>	

<b>Site Ref:</b>	<b>ST9</b>	<b>Site Name:</b>	<b>Land North of Haxby</b>
		<p>streets and walkable neighbourhoods-, to encourage the maximum take-up of these more 'active' forms of transport (walking and cycling).</p> <ul style="list-style-type: none"> <li>• Provision of new primary school or required financial contributions to existing local primary and secondary facilities to enable the expansion to accommodate pupil yield.</li> <li>• Site masterplan should protect and enhance existing valuable landscape features including field patterns, mature hedgerows and trees.</li> </ul>	
<b>Further Considerations</b>			
<b>Flood Zone</b>		Flood Zone 1 – Low risk	
<b>Agricultural Land Zone</b>		Grade 3a – High quality	
<b>Commentary</b>			
<p>The site was included in the Publication Draft Local Plan as site ST9 – Land North of Haxby with a site area of 33.5ha and an indicative yield of 747 dwellings. Following further technical officer consideration the site remains as a suggested strategic residential allocation with an amended boundary which increases the total site area slightly to 35ha but now includes strategic openspace to the south of the allocation totalling 11.5ha. The strategic openspace is required to address the significant shortage of openspace in the Haxby and Wigginton ward which is the most deficient ward in the city with a shortage across all openspace typologies.</p> <p>The site is outside of environmental constraints (1 to 3) and is available with a willing landowner/developer.</p> <p>The site is in a sustainable location with good pedestrian and cycle access to the facilities within Haxby District Centre and access to a number of frequent bus routes connecting the site to the City Centre.</p> <p>It is essential that the site delivers a significant amount of new strategic openspace to improve access and provision for both existing residents of Haxby and also the new residents of the development. The openspace needs of the area should be assessed in detail, liaising with Haxby Town Council and Wigginton Parish Council, the neighbourhood plan group and local residents. Open space provision should include formal pitch provision for football and cricket, equipped children's and young persons playspace, allotments and amenity greenspace/local park.</p> <p>Views into the site are limited as the site itself is mainly enclosed and well screened by mature trees and hedgerows which should be retained. The masterplan for the site should minimise the impact on the landscape and setting of the village and reflect the character and rural setting of the surrounding area. New strong defensible landscape boundaries should be created and the historic field patterns should be protected and the layout of the development and the openspace should be designed to integrate these narrow medieval</p>			

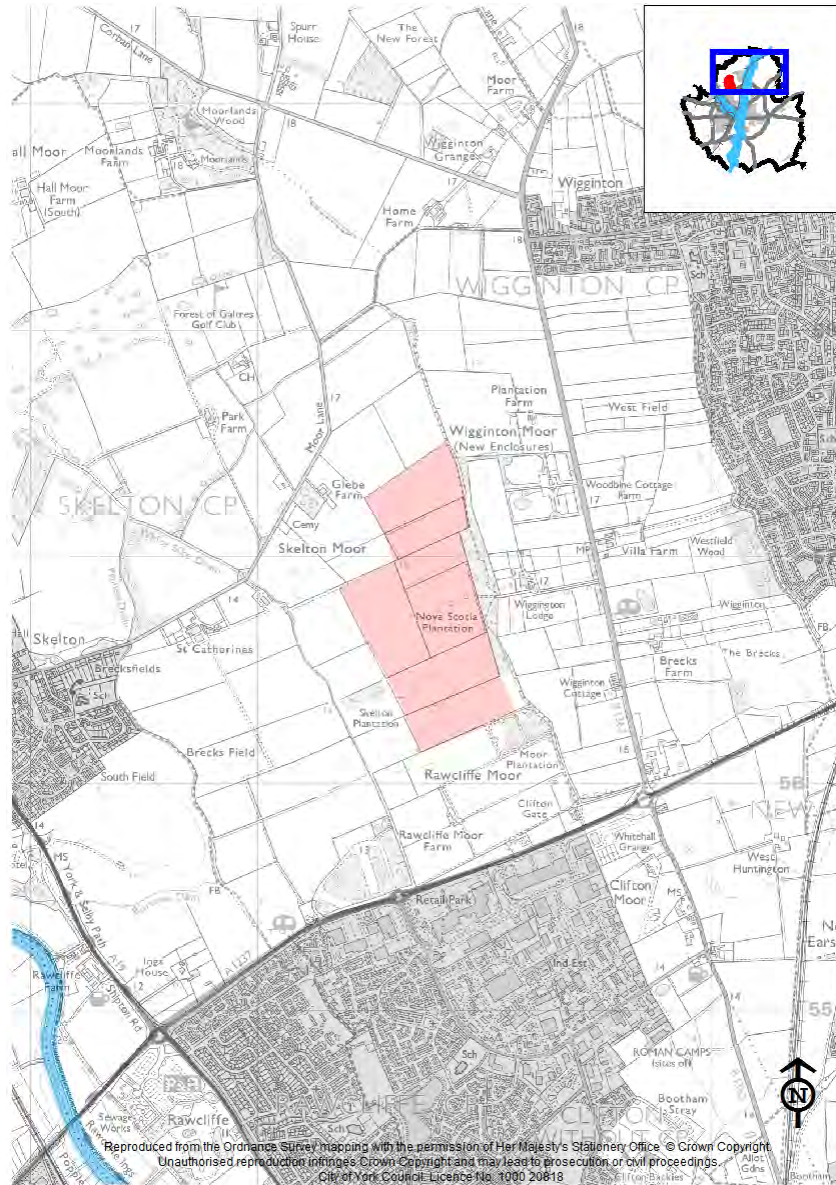
Site Ref:	ST9	Site Name:	Land North of Haxby
<p>strip fields.</p> <p>Highway access would be via Moor Lane to the west, connecting with the B1363 Wigginton Road with secondary access to Usher Lane to the East of the site. Improvements would be required both to the junction of Moor Lane with The Village and Usher Lane/Station Road to improve safety and visibility. The scheme should seek to minimise the amount of trips using the Usher Lane/Station Road junction due to existing capacity and safety issues. Alternative access should be explored which could include access from the site to the east of Usher Lane to Towthorpe Road. 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.</p> <p>Improvements to be implemented as part of the new Northern and TransPennine Express rail franchises that came into effect on 1st April 2016 will result in a half hourly rail service between York and Scarborough. A bid has previously been put in to develop Haxby station which would further improve the connectivity of this site if the funding comes forward. The increased level of development at this site could help the funding bid for the station.</p> <p>The site is flat and has a high water table requiring a drainage strategy to be developed in conjunction with the Council and relevant statutory agencies that will ensure existing agricultural run-off rates are maintained. This may include retention and widening of existing drainage ditches, attenuation ponds, new sewers and upgrade to facilities as required. The drainage scheme will need to connect to the Strensall and Towthorpe Waste Water Treatment Works to the north of the site given capacity issues with the Haxby Works to the south of Haxby village. Within the vicinity of the site the public foul sewer network does not have adequate capacity available to accommodate the anticipated foul water discharge from this site. Connection to the public sewer network will incur additional costs and developers will need to work with Yorkshire Water in developing a suitable scheme.</p> <p>A mix of housing should be provided in line with the Council's Strategic Housing Market Assessment (SHMA) and should address local needs including provision of smaller family homes and bungalows/sheltered housing to create a balanced community. The density of the development should reflect local character and the masterplan should respect the existing framework of field patterns and hedges/trees providing clusters of housing around this framework to preserve valuable landscape features.</p> <p>There is limited capacity to accommodate projected pupil numbers in existing primary and secondary schools but expansion would be possible with the required financial contributions. Primary school provision could be made on site if required through further detailed assessment and further assessment of appropriate secondary school provision will need to be undertaken.</p>			



<b>Site Ref:</b>	<b>ST9</b>	<b>Site Name:</b>	<b>Land North of Haxby</b>
<b>SA/SEA summary</b>			
<p>The site may provide 735 houses and therefore is likely to be significantly positive for meeting housing need. This site has access to services and transport routes and therefore scores positively in relation to the health, education and transport objectives. The site also scores negatively in terms of land use given that the site is greenfield. Potential negative effects are identified in relation to heritage given the potential for archaeological deposits and existing medieval strip fields which provide an important setting for the historic village of Haxby. Neutral impacts are identified on flood risk and biodiversity objectives.</p>			
<b>The former boundary of this site which was consulted on at preferred Options and FSC:</b>			
			
<b>You told us at Preferred Options/ Further Sites consultations ...</b>			
<p>1013 objections (416 signature on petition)</p> <ul style="list-style-type: none"> <li>• Should be protecting agricultural land</li> <li>• Any extension to Haxby is unacceptable as the settlement is already overdeveloped</li> <li>• Infrastructure and access to services is already inadequate</li> <li>• Existing draining, sewerage and flooding issues in Haxby are already serious and will be exacerbated</li> <li>• Should be green space along Moor Lane and Usher Lane if development is to be visually acceptable</li> <li>• Haxby has existing congestion issues and increases in congestion could change the character of the main routes into the town</li> <li>• Ring road needs to be dualled before development takes place</li> <li>• Sufficient space for the extension of Haxby burial ground must be allowed</li> <li>• The site is crossed by high transmission power lines which must remain in-situ and buildings must not be located directly beneath.</li> </ul>			

<b>Site Ref:</b>	<b>ST14</b>	<b>Site Name:</b>	<b>Land West of Wigginton Road</b>
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**Consultation boundary:**



<b>Site Size</b>	55 ha
<b>Indicative Site capacity</b>	Total site yield 1348 dwellings (845 within plan period)
<b>Archetype/ Density</b>	Strategic Site – 70% net site area at 35dph
<b>Proposed allocation</b>	Allocated for residential development for 1348 dwellings

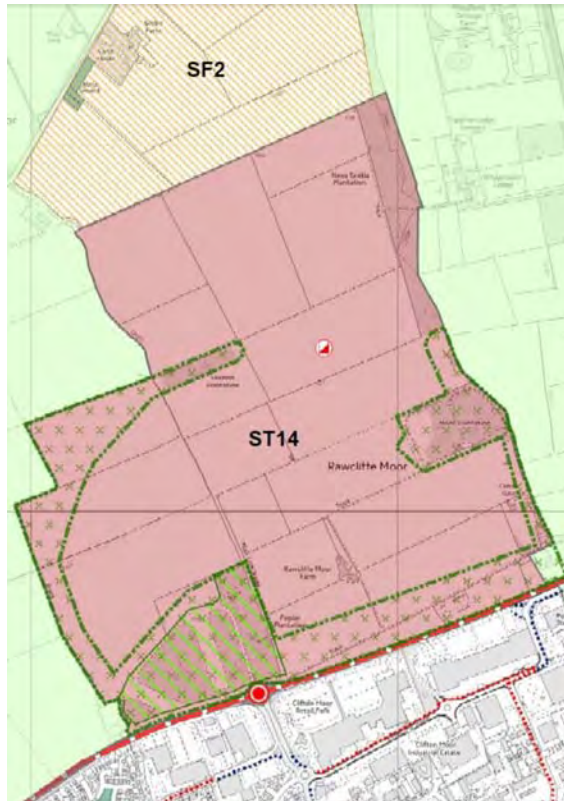
<b>Site Ref:</b>	<b>ST14</b>	<b>Site Name:</b>	<b>Land West of Wigginton Road</b>
<b>Planning principles</b>		<ul style="list-style-type: none"> <li>• Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment (SHMA) and policies on affordable housing.</li> <li>• Creation of a new 'garden' village that reflects the existing urban form of York of the main York urban area as a compact city surrounded by villages</li> <li>• Create a Local Centre incorporating appropriate shops, services and community facilities to meet the needs of future residents.</li> <li>• Deliver on site accessible combined nursery and primary education facilities, which are well connected to housing by dedicated pedestrian/ cycleways.</li> <li>• Secure developer contributions for secondary school places as necessary to meet the need for new places</li> <li>• Ensure provision of new all purpose access roads to the east/south from A1237 Outer Ring Road/Wigginton Road roundabout and off the Wigginton Road/B1363</li> <li>• Deliver local capacity upgrades to the outer ring road in the vicinity of the site, to include associated infrastructure to protect public transport journey times on junction approaches. Opportunities to provide grade separated, dedicated public transport routes across the A1237 should be explored in feasibility, viability and cost-benefit terms</li> <li>• Deliver high quality, frequent and accessible public transport services throughout the development site, which provide links to other local rural communities where feasible, as well as to main employment centres. It is envisaged such measures will enable upwards of 15% of trips to be undertaken using public transport.</li> <li>• To encourage the maximum take-up of more active forms of transport (walking and cycling), ensure the provision of high quality, safe, direct and accessible pedestrian and cycle links which create well-connected internal streets and walkable neighbourhoods including to:             <ol style="list-style-type: none"> <li>a) the community, retail and employment facilities immediately to the south, (likely to take the form of an overbridge);</li> <li>b) the surrounding green infrastructure network (with particular regard to public rights of way immediately west of the site and improvements to A1237 crossing facilities); and</li> <li>c) existing pedestrian and cycle networks across the city.</li> </ol> </li> <li>• Maintain landscape buffers around the site to prevent coalescence with adjacent settlements and maintain the</li> </ul>	

<b>Site Ref:</b>	<b>ST14</b>	<b>Site Name:</b>	<b>Land West of Wigginton Road</b>
			<p>setting of the City and the village of Skelton. Create strategic greenspace to the west of the site to reduce the physical and visual proximity of the development area to Skelton.</p> <ul style="list-style-type: none"> <li>• Protect and enhance local green assets, trees and hedge-lines and enhance existing landscape character.</li> </ul>
<b>Further Considerations</b>			
<b>Flood Zone</b>	Flood Zone 1.		
<b>Agricultural Land Zone</b>	Grade 3b		
<b>Commentary</b>			
<p>The site was previously included within the Publication Draft Local Plan as a strategic site (ST14) with a total site area of 157ha and a total site capacity of 2800 dwellings of which approximately 2591 would be delivered within the plan period. Following further technical work relating to historic character and setting, greenbelt purposes and assessing concerns raised through the previous Local Plan consultations a revised site boundary is now proposed for the site.</p> <p>The site area has been reduced to 55ha with a total estimated site capacity of 1348 dwellings of which approximately 850 could be delivered within the plan period. The site has been pulled further away from the A1237 to create a separate new settlement or 'garden village'. The western edge of the site has also been pulled further away from Skelton village in order to protect the setting of the village. The site is now approximately 1km from the western edge of Skelton village which replicates the existing distance from Skelton Village to the A1237 and the edge of the York main urban area allowing its setting to be protected.</p> <p>The site is flat and consists of agricultural land bordered to the east by a significant tree belt/plantation. The site is partially contained. The majority of the eastern side of the site is bordered and contained by a strong tree belt/plantation forming a defensible eastern boundary. The northern boundary is formed by a medium height hedge with some mature trees along the boundary. The western boundary is predominantly formed by medium height hedges with sporadic mature trees. The southern boundary is generally undefined on the ground so will require an appropriate boundary to be incorporated into the site masterplan/design to create its own landscape setting. It is considered that the form of the revised settlement will fit well with the existing urban form of York consisting of the main urban area of York surrounded by smaller villages. It is therefore consistent with the strategic approach taken to York's greenbelt particularly conserving the historic character and setting of the city.</p> <p>The site is approximately 600m north of the A1237, 550m west of the B1363 and 1700m east of the A19. The site is within close proximity to major employment, retail and leisure facilities at Clifton Moor with the potential to walk or cycle between them through the</p>			

<b>Site Ref:</b>	<b>ST14</b>	<b>Site Name:</b>	<b>Land West of Wigginton Road</b>
<p>creation of new pedestrian and cycle routes.</p> <p>New access roads should be provided into the site off Wigginton Road (B1363) and the internal layout of any future development on the site could be such that it creates discrete sectors, each with a specific access.</p> <p>This section of the A1237 is one of the most congested parts of the northern outer ring road between its junction with the B1363 and its junction with Clifton Moor Gate. The likely increase in traffic on the A1237 will require significant capacity enhancements to be made to it, including junctions. A detailed Transport Assessment would be required to model the predicted traffic implications and assess the impacts on the surrounding highway network. This would inform the level of improvements required for the A1237 and the rest of the surrounding highway network. Further detailed transport assessment work will be required to assess the implications of this site and the cumulative impact of sites across the city alongside associated viability work.</p> <p>The masterplan for the site will need to ensure appropriate measures to encourage greater use of public transport and provide links to existing pedestrian and cycling networks to minimise traffic generated by it. A travel plan will be required to set out how this will be achieved.</p> <p>Providing sufficient access to and mitigating the impacts of the development could require substantial infrastructure to be put in place, but the size of the site should potentially make it viable to provide the required transport mitigation measures.</p>			
<b>SA/SEA summary</b>			
<p>The site may provide nearly 1350 houses and therefore is likely to be significantly positive for meeting housing need. This site currently has limited access to services at Clifton Moor (partly within 800m) . However, due to the scale of the potential development commensurate facilities and transport links would need to be provided as part of any development, including pedestrian and cycle links to the existing facilities at Clifton Moor.. The site has the potential for district heating and may therefore have positive impacts on climate change. The site is greenfield which is negative for land use. Potential negative effects are identified for heritage due to the known potential for significant archaeological deposits in this location. Further investigation is required to ensure appropriate mitigation. Although the site has moved away from the village of Skelton and further north from the ring-road, there is still potential impacts on the landscape through development of currently open countryside. Mitigation would be required to minimise impacts on the landscape and an appropriate landscape strategy will be required through site masterplanning. Neutral impacts are identified for flood risk and biodiversity objectives.</p>			

<b>Site Ref:</b>	<b>ST14</b>	<b>Site Name:</b>	<b>Land West of Wigginton Road</b>
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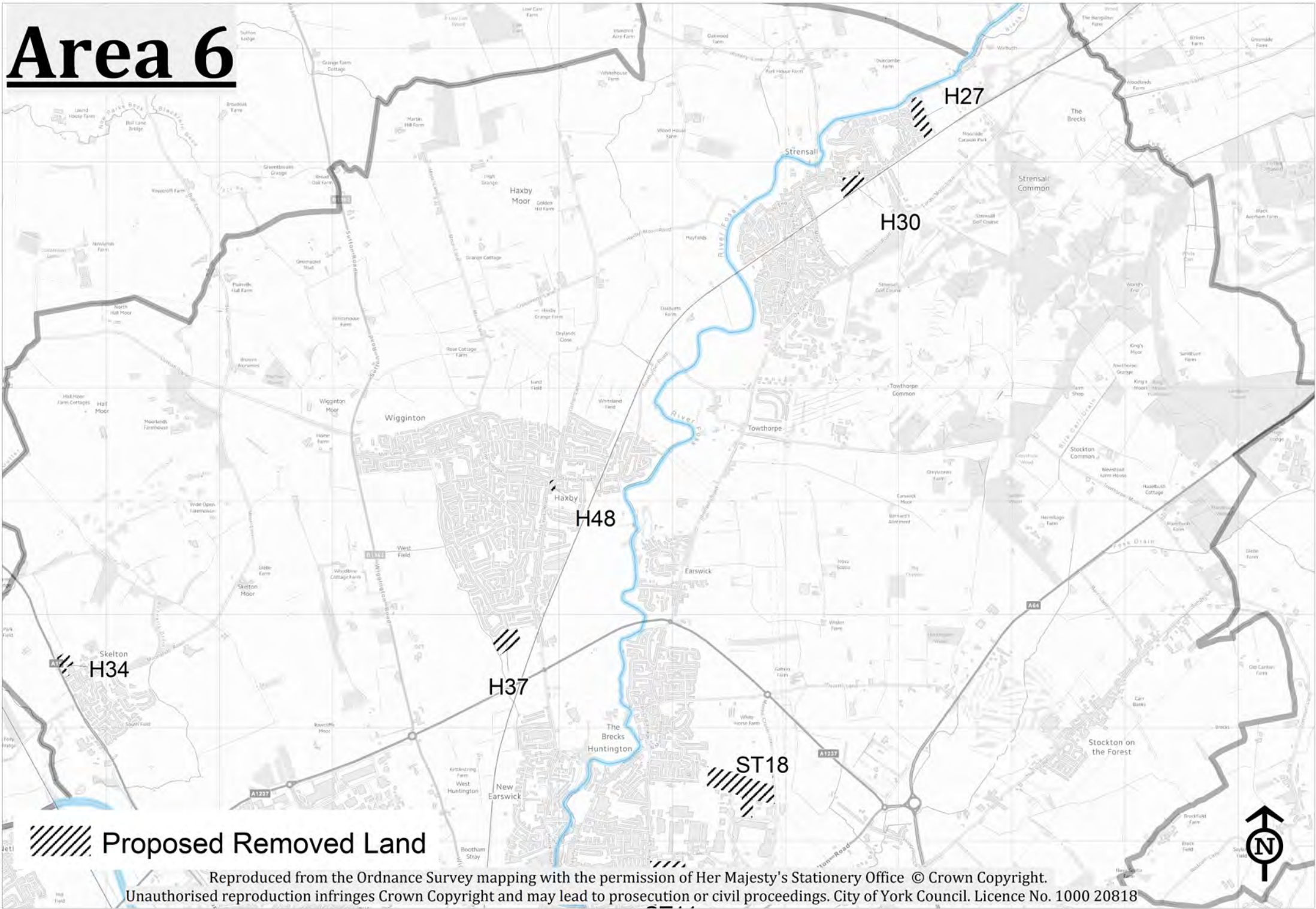
**The former boundary of this site which was consulted on at preferred Options and FSC:**



**You told us at Preferred Options/ Further Sites consultations ...**

- 329 objections (430 signatures on petition)
- Directly adjacent to highly congested A1237 northern ring road and no explanation given on how the Council will obtain the funding for dualing
  - Would add an intolerable burden to existing local infrastructure including schools, shops and medical services
  - Lies in the open countryside, beyond the ring road and will fundamentally change the relationship of York with the settlements of Haxby and Skelton and threaten the separation between these settlements and the main built up area of the city
  - Will alter perception of the setting of the city within an area of open countryside
  - Not appropriate for the Nova Scotia Plantation to be included in the boundary of ST14. Land should be designated for ecological purposes
  - Unacceptable impact on the village of Skelton. Western boundary is too close to the edge of Skelton village.
  - Constitutes urban sprawl

# Area 6



 Proposed Removed Land



**Area 6 Sites removed following further analysis.**

Site ref	Site name	Main Reasons										Summary		
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology		Willing Landowner/ Deliverability issues	
H27	Land at the Brecks, Strensall				√									<p>The northern boundary of the site is formed by dense vegetation, including some mature trees with the River Foss. The eastern edge of the site is also formed by dense vegetation belt. The western boundary is formed by residential properties which comprise part of Strensall urban area and the southern boundary is formed by Brecks Lane with the Transpennine railway line beyond. The site has recently (March 2015) been refused by the Inspector and Secretary of State at appeal (APP/C2741/V/14/2216946). The decision concludes that the development would impact on 4 of the 5 greenbelt purposes including on openness encroachment and unrestricted sprawl, that its development would cause substantial harm to the greenbelt and that this harm would not be justified by very special circumstances. For these reasons it is recommend that that the site is not included as an allocation.</p>



Site ref	Site name	Main Reasons												
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues	Summary	
H30	Land to the South of Strensall Village					√								The site has been removed following further technical officer consideration primarily due to site access concerns. The site has limited/narrow access with only a single connection available to The Village. There is insufficient space within the site boundary for a 5m wide access plus the required footway widths. There are also concerns raised about the visibility splays for safe access off The Village which would fall into the curtilidge of existing properties (92 and 100) which are not within the submitted site boundary even if distance reduced
H34	Land North of North Lane, Skelton					√								The site has been removed following further technical officer consideration primarily due to site access concerns. There are access constraints via Church Lane which is narrow and would require widening. It is considered that this would have an adverse impact on Skelton Conservation area in relation to the setting of the church.
H37	Land at Greystone			√	√									The site has been removed following further technical officer consideration primarily relating to

Site ref	Site name	Main Reasons											
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues	Summary
	s Court, Haxby												surface water drainage and flooding issues but also concerns relating to coalescence and cumulative impacts. The site contains areas of flood zone 2 and is adjacent to flood zone 3b (functional flood plain) and is directly adjacent to Westfield Beck. There are significant concerns relating to the capacity of the existing surface water drainage and sewerage system particularly in relation to the capacity of the Haxby Walbutts Waste Water Treatment Works (WWTW). There are also greenbelt concerns relating to the weakening the degree of separation between Haxby and Wigginton and New Earswick and encroachment into open countryside.
H48	Haxby Hall EPH											√	The site was previously included as a site with re-development potential in line with the Older Persons Accommodation Strategy. There is currently uncertainty whether this site may or be retained as an Elderly Persons Home. For these reasons it is considered that the site should be removed as a housing allocation.

Site ref	Site name	Main Reasons											
		Access to services	Agricultural Land Class	Flood risk	Green Belt	Transport Access	Education	Openspace	Landscape	Historic Character / archaeology	Ecology	Willing Landowner/ Deliverability issues	Summary
ST18	Monks Cross North											√	The site was previously included as an employment allocation (ST18) within the Publication Draft Local Plan for up to 60,000 sqm office space (B1a). Following further consideration of employment land demand and market attractiveness/investment requirements as highlighted in the Employment Land Review, it is considered that the York Central Site will meet the forecast need for B1a over the Plan period and offers a unique opportunity for the creation of a new central business district to create Grade A offices space in a sustainable location. The ST18 site has therefore been re-assessed and is now included as part of the ST8 residential site North of Monks Cross.

## 5 ANNEX A: GLOSSARY OF TERMS AND ABBREVIATIONS

<b>Allocated Site</b>	Site identified in the Plan for a specific use.
<b>AQMA / Air Quality Management Area</b>	Air Quality Management Area – where air pollution exceeds national standards, AQMAs are established and Action Plans produced to help to protect vulnerable members of society from the impacts of poor air quality.
<b>CES / City and Environmental Services</b>	City and Environmental Services, a Council Directorate with responsibility for Planning matters.
<b>City</b>	For the purposes of the Plan, where the term ‘City’ is used without definition, this relates to the City of York Authority area, including York and its surrounding villages.
<b>HEA / Habitat Enhancement Area</b>	Habitat Enhancement Area, including the provision of ecological landscaping and habitat creation.
<b>LDF / Local Development Framework</b>	Local Development Framework - the portfolio of Local Development Documents introduced by the Planning and Compulsory Purchase Act (2004), consisting of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. It is now superseded by the Local Plan.
<b>LGNYY / Local Government North Yorkshire and York</b>	Local Government North Yorkshire and York – a meeting of leaders of local authorities in North Yorkshire and York. The political leaders of all nine local authorities in North Yorkshire and York, together with those of the two National Park authorities, meet on a regular basis to discuss, and take action on, issues of mutual interest and importance.
<b>LNR / Local Nature Reserve</b>	Local Nature Reserve, a statutory suite of protected natural areas, including local and national nature reserves and conservation areas. All LNRs are owned or controlled by local authorities and some, but not all, are SSSIs. Local authorities consult English Nature on all new proposals for LNRs in England.
<b>Local Plan</b>	A document which forms part of the Development Plan for a specified area. The Local Plan consists of a Written Statement and a Proposals Map. It sets out detailed policies and proposals for the development and use of the land within the District. Local Plans are prepared by local planning authorities at District level, following statutory procedures, including public consultation exercises and a Local Plan Inquiry.
<b>LPA / Local Planning Authority</b>	Local Planning Authority - The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

<b>LPVS / Local Plan Viability Study</b>	Local Plan Viability Study – an appraisal of how the emerging local plan allocations could perform in the context of general and local economic conditions including through testing the implication of Local Plan policy requirements and CIL overage.
<b>LPWG / Local Plan Working Group</b>	Local Plan Working Group – a member discussion group informing work on the Local Plan. This is not a decision making forum, but provides advice to Executive on related issues.
<b>IDP / Infrastructure Delivery Plan</b>	Infrastructure Delivery Plan – this identifies the critical infrastructure necessary to support the implementation of the Local Plan.
<b>OAHN / Objective Assessment of Housing Need</b>	Objective Assessment of Housing Need, reporting on the levels of need for housing in an authority, which would translate to land provision targets in a Local Plan.
<b>ONS</b>	Office for National Statistics
<b>NPPF/NPPG</b>  National Planning Policy Framework/ National Planning Policy Guidance	National Planning Policy Framework/National Planning Policy Guidance - The National Planning Policy Framework sets out the government’s planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. This document sets out the requirement for local planning authorities to complete a Local Plan. Its accompanying guidance further expands on policy in the Framework.
<b>RAMSAR</b>	The Convention on Wetlands, signed in Ramsar, Iran, in 1971, is an InterGovernmental Treaty which provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. There are presently 151 Contracting Parties to the Convention, with 1593 wetland sites, totalling 134.7 million hectares, designated for inclusion in the Ramsar List of Wetlands of International Importance.
<b>RSS / Regional Spatial Strategy</b>	Regional Spatial Strategies emerged from the Planning and Compulsory Purchase Act (2004), replacing Regional Planning Guidance. They established a spatial vision and strategy for the region, regionally significant policy and outlined key priorities for transport, infrastructure and waste, amongst other things.
<b>SA / Sustainability Appraisal</b>	Sustainability Appraisal – a tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors).
<b>SAC / Special Area of Conservation</b>	Special Area of Conservation. SACs are areas which have been given special protection under the European Union’s Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world’s biodiversity.
<b>SEA / Strategic Environmental</b>	Strategic Environmental Assessment, a generic term used to describe environmental assessment as applied to

Assessment	policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.
<b>SFRA / Strategic Flood Risk Assessment</b>	Strategic Flood Risk Assessment - a planning tool which is used to assess flood risk within an area. It is designed to inform the spatial planning process of relevant issues of flood risk.
<b>SHMA / Strategic Housing Market Assessment</b>	Strategic Housing Market Assessment – a study which aims to provide a clear understanding of housing needs. It considers housing market areas, the scale and mix of housing, and the range of tenures that the district is likely to need to accommodate over the Plan period.
<b>SINC</b>	Site of Importance for Nature Conservation; regionally important nature conservation sites.
<b>SNHP/SNNP</b>	Sub-National Household Projections and Sub-National Population Projections
<b>SPA</b>	Special Protection Areas. The Government is bound by the European Communities Council Directive of April 1979 on the Conservation of Wild Birds. Under this directive the Government has to designate Special Protection Areas to conserve the habitat of certain rare or vulnerable birds (listed under the directive) and regularly occurring migratory birds. It has to avoid any significant pollution or disturbance to or deterioration of these designated sites.
<b>SPD</b>	Supplementary Planning Documents provide supplementary information in respect of the policies in the Local Plan. They do not form part of the Local Plan and are not subject to independent examination.
<b>SSSI</b>	Site of Special Scientific Interest. Sites of Special Scientific Interest are notified by English Nature because of their plants, animals, or geological or physiographical features. Most SSSIs are privately owned or managed. About 40% are owned or managed by public bodies such as the Forestry Commission, Ministry of Defence and The Crown Estate, or by the voluntary conservation movement.
<b>SUDS</b>	Sustainable Drainage Systems. Sustainable drainage is a concept that includes long term environmental and social factors in decisions about drainage. It takes account of the quantity and quality of run-off, and the amenity value of surface water in the urban environment. Many existing urban drainage systems can cause problems of flooding, pollution or damage to the environment and are not proving to be sustainable.
<b>TPO</b>	Tree Preservation Order, made by a Local Authority to protect specific trees or a particular area from deliberate damage and destruction.

## 6 INDEX OF SITES

### 6.1 Index by Allocation Reference

Allocation Ref	Site Name	Page Number	Ward Name	Consultation Area
E10	Chessingham Park, Dunnington	89	Osbalwick & Derwent Ward	3
E11	Annamine Nurseries	99	Huntington & New Earswick Ward	4
E12	York Business Park	155	Rural West York Ward	5
E2	Land North of Monks Cross Drive	188	Huntington & New Earswick Ward	6
E5	Land at Layerthorpe/James Street (2)	97	Guildhall Ward	4
E7	Wheldrake Industrial Estate	85	Wheldrake Ward	2
E8	Wheldrake Industrial Estate	57	Wheldrake Ward	2
E9	Elvington Industrial Estate	59	Wheldrake Ward	2
GT1	Land at Moor Lane and B1224 Rufforth	184	Rural West York	5
GT2	Acres Farm Naburn	54	Fulford & Heslington Ward	1
H1	Former Gas Works, Heworth Green	101	Guildhall Ward	4
H2a	Land at Racecourse, Tadcaster Road	50	Dringhouses & Woodthorpe Ward	1
H2b	Land at Cherry Lane	50	Dringhouses & Woodthorpe Ward	1
H3	Burnholme School	103	Heworth Ward	4
H5	Lowfield School	157	Westfield Ward	5
H6	Land R/O The Square, Tadcaster Road	31/50	Dringhouses & Woodthorpe Ward	1
H7	Bootham Crescent	106	Clifton Ward	4
H8	Askham Bar Park and Ride	34	Dringhouses & Woodthorpe Ward	1
H9	Land Off Askham Lane	50	Westfield Ward	1
H10	Barbican	108	Fishergate Ward	4
H11	Land at Frederick House, Fulford Rd	51	Fishergate Ward	1
H12	Land R/O Stockton Lane/Greenfield Park Drive	149	Heworth Without Ward	4
H19	Land at Mill Mount	149	Micklegate Ward	4
H20	Oakhaven EPH	160	Holgate Ward	5
H21	Woolnough House	110	Hull Road Ward	4
H22	Heworth Lighthouse	112	Heworth Ward	4
H23	Grove House EPH	152	Guildhall Ward	4
H25	Heworth Green North	150	Guildhall Ward	4
H26	Land at Dauby Lane, Elvington	85	Wheldrake Ward	2
H27	Land at the Brecks	214	Strensall Ward	6
H28	Land to North of North Lane, Wheldrake	86	Wheldrake Ward	2

H29	Land at Moor Lane, Copmanthorpe	36	Copmanthorpe Ward	1
H30	Land to South of Strensall Village	215	Strensall Ward	6
H31	Eastfield Lane, Dunnington	91	Osbalwick & Derwent Ward	3
H33	Water Tower Land, Dunnington	94	Osbalwick & Derwent Ward	3
H34	Land North of Church Lane, Skelton	215	Rural West York Ward	6
H35	Land at Intake Lane, Dunnington	94	Osbalwick & Derwent Ward	3
H37	Land at Greystones Court, Haxby	215	Haxby & Wigginton Ward	6
H38	Land RO Rufforth Primary School	162	Rural West York Ward	5
H39	North of Church Lane, Elvington	61	Wheldrake Ward	2
H40	West Fields, Copmanthorpe	51	Copmanthorpe Ward	1
H43	Manor Farm Yard, Copmanthorpe	38	Copmanthorpe Ward	1
H46	Land to North of Willow Bank and East of Haxby Rd, New Earswick	190	Huntington & New Earswick Ward	6
H48	Haxby Hall EPH	216	Haxby & Wigginton Ward	6
H50	Land at Malton Road	150	Huntington & New Earswick Ward	4
H51	Morrell House EPH	114	Clifton Ward	4
H52	Willow House EPH	116	Guildhall Ward	4
H53	Land at Knapton Village	164	Rural West York Ward	5
H54	Whiteland Field	194	Haxby & Wigginton Ward	6
H55	Land at Layerthorpe (former site E4)	118	Guildhall Ward	4
H56	Land at Hull Road (Former site E15)	120	Hull Road Ward	4
H57	Poppleton Garden Centre (former site E16)	167	Rural West York Ward	5
SP1	The Stables Elvington	64	Wheldrake Ward	2
ST1	British Sugar	170	Acomb Ward	5
ST2	Civil Service Sports Ground	174	Rural West York Ward	5
ST4	Land adj Hull Road	123	Hull Road Ward	4
ST5	York Central	126	Holgate Ward	4
ST6	Land North of Grimston Bar	131	Osbalwick & Derwent Ward	4
ST7	Land East of Metcalfe Lane	135	Osbalwick & Derwent Ward	4
ST8	Land North of Monks Cross	197	Huntington & New Earswick Ward	6
ST9	Land North of Haxby	203	Haxby & Wigginton Ward	6



ST11	Land at New Lane Huntington	151	Huntington & New Earswick Ward	4
ST12	Land at Manor Heath, Copmanthorpe	52	Copmanthorpe Ward	1
ST13	Land at Moor Lane, Copmanthorpe	53	Copmanthorpe Ward	1
ST14	Land to West of Wigginton Road	208	Rural West York Ward	6
ST15	Land to west of Elvington Lane	77	Fulford & Heslington Ward	2
ST16	Terry's Extension Site 1 (Terry's Car Park)	40	Micklegate Ward	1
ST16	Terry's Extension Site 2 (Land to the rear of Terry's Factory)	44	Micklegate Ward	1
ST17	Nestle South	141	Guildhall Ward	4
ST18	Monks Cross North	217	Huntington & New Earswick Ward	6
ST19	Northminster Business Park (Formerly E17)	178	Rural West York Ward	5
ST21	York Designer Outlet	53	Fulford & Heslington Ward	1
ST25	South of Designer Outlet	54	Fulford & Heslington Ward	1
ST26	Land South of Elvington Airfield	67	Wheldrake Ward	2
ST27	University of York	70	Fulford & Heslington Ward	2
ST29	Land at Boroughbridge Road	184	Rural West York Ward	5
ST30	Land to North of Stockton Lane	152	Heworth Ward	4
ST31	Land South of Tadcaster Rd, Copmanthorpe	46	Copmanthorpe Ward	1
ST32	Hungate (Formerly E1/MU1)	145	Guildhall Ward	4
ST33	Station Yard, Wheldrake (Previously included as a non strategic housing site H49)	74	Wheldrake Ward	2

## 6.2 Index by Ward

Allocation Ref	Site Name	Page Number	Ward Name	Consultation Area
ST1	British Sugar	170	Acomb Ward	5
H7	Bootham Crescent	106	Clifton Ward	4
H51	Morrell House EPH	114	Clifton Ward	4
H29	Land at Moor Lane, Copmanthorpe	36	Copmanthorpe Ward	1
H40	West Fields, Copmanthorpe	51	Copmanthorpe Ward	1
H43	Manor Farm Yard, Copmanthorpe	38	Copmanthorpe Ward	1
ST12	Land at Manor Heath, Copmanthorpe	52	Copmanthorpe Ward	1
ST13	Land at Moor Lane, Copmanthorpe	53	Copmanthorpe Ward	1
ST31	Land South of Tadcaster Rd, Copmanthorpe	46	Copmanthorpe Ward	1
H2a	Land at Racecourse, Tadcaster Road	50	Dringhouses & Woodthorpe Ward	1
H2b	Land at Cherry Lane	50	Dringhouses & Woodthorpe Ward	1
H6	Land R/O The Square, Tadcaster Road	31/50	Dringhouses & Woodthorpe Ward	1
H8	Askham Bar Park and Ride	34	Dringhouses & Woodthorpe Ward	1
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ST25	South of Designer Outlet	54	Fulford & Heslington Ward	1
ST27	University of York	70	Fulford & Heslington Ward	2
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H52	Willow House EPH	116	Guildhall Ward	4
H55	Land at Layerthorpe (former site E4)	118	Guildhall Ward	4
ST17	Nestle South	141	Guildhall Ward	4
ST32	Hungate (Formerly E1/MU1)	145	Guildhall Ward	4

E5	Land at Layerthorpe/James Street (2)	97	Guildhall Ward	4
H37	Land at Greystones Court, Haxby	215	Haxby & Wigginton Ward	6
H48	Haxby Hall EPH	216	Haxby & Wigginton Ward	6
H54	Whitelands Field	194	Haxby & Wigginton Ward	6
ST9	Land North of Haxby	203	Haxby & Wigginton Ward	6
H3	Burnholme School	103	Heworth Ward	4
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H56	Land at Hull Road (Former site E15)	120	Hull Road Ward	4
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ST8	Land North of Monks Cross	197	Huntington & New Earswick Ward	6
ST11	Land at New Lane Huntington	151	Huntington & New Earswick Ward	4
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ST6	Land North of Grimston Bar	131	Osballdwick & Derwent Ward	4
ST7	Land East of Metcalfe Lane	135	Osballdwick & Derwent Ward	4
E10	Chessingham Park, Dunnington	89	Osballdwick & Derwent Ward	3
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H38	Land RO Rufforth Primary School	162	Rural West York Ward	5
H53	Land at Knapton Village	164	Rural West York Ward	5
H57	Poppleton Garden Centre (former site E16)	167	Rural West York Ward	5
ST2	Civil Service Sports Ground	174	Rural West York Ward	5
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E8	Wheldrake Industrial Estate	57	Wheldrake Ward	2
E9	Elvington Industrial Estate	59	Wheldrake Ward	2
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