



YORK

CITY OF YORK
LOCAL PLAN
Further Sites Consultation
Appendix 10: Education Site
Assessment Proformas
June 2014

Appendix 10: Education Site Assessment Proformas

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A10.1 Introduction

The Council received a number of sites for consideration for educational purposes through the Preferred Options Local Plan. These sites have been subject to technical analysis to understand the suitability of the site for its proposed use.

A10.2 Education Site Assessment Proformas

The following proformas provide detailed technical suitability analysis of the sites submitted.

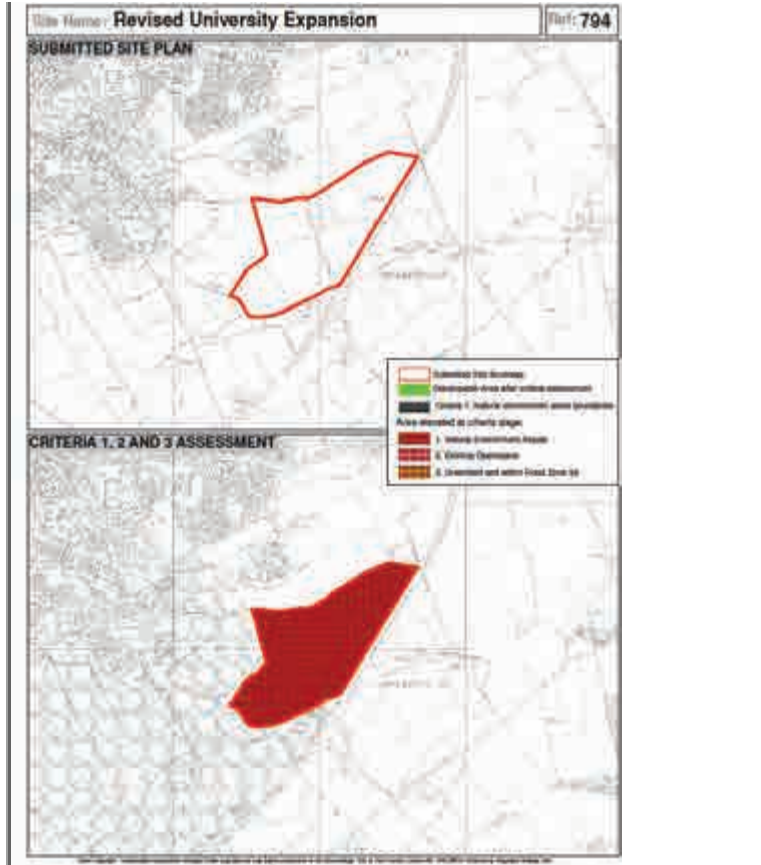
Criteria 1 to 4 Analysis

Site: 794

Amalgamated sites south of Heslington

Source:
New Site

Submitted For: Education



Submitted Size: 66.628738190

Technical Analysis

Evidence/Mitigating Factors

Criteria 1 - Primary Constraints

Flood Zone 3b:	Adjacent
Historic Character:	Part
Ancient Woodland:	No
Regional GI Corridor :	No
National Conservation:	No
SINC:	No
Local Nature Conservation	No
Site Size Remaining:	0.474483514

Floodrisk Evidence:	N/A
Landscape Evidence:	No
Habitat Evidence:	

Part

Criteria 2 - Openspace

Openspace:	No
Site Size remaining:	0.474483514

Openspace Evidence:	N/A
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Pass

Criteria 3 - Greenfield 3A

Greenfield/Brownfield:	Greenfield
Greenfield Within 3a:	Par
Site Size Remaining:	0.474481915

Floodrisk Evidence:	N/A
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Pass

Criteria 4 - Residential Access to Services

Failed Criteria 4

Fail

Technical Officer Assessment

Amalgamated sites south of Heslington

Site: **794**

Submitted For: Education

TRANSPORT

Heslington East is designed and established on offering and generating healthy proportions of journeys by walk, cycle and public transport. There is a question mark over development southwards as this will limit the potential for such travel patterns to be sustained given the distances and increasing remoteness from facilities outside of the campus. It would therefore be dependant upon the ability to continue existing provision such that it permeated southwards (including bus services) and also assess the need for increasing facilities on campus to prevent a drift of trips outside the site with the potential that the car becomes the mode of choice. Detailed Transport Assessment and Travel Plan required as evidence base to support this allocation. The provision of increasing car parking stock on campus would be contrary to the established approach and likely to erode what has been achieved to date. Additionally this would impact on local and strategic highway network and likely need to mitigate. Access to the A64 would require approval of the Highway Agency.

Amber

GEO-ENVIRONMENTAL CONSIDERATIONS

Contamination: No particular concerns regarding land contamination at this site. However, the developer must undertake an appropriate assessment of the ground conditions.

Green

Air Quality: Residential development may lead to the potential for exposure next to carriageway, orientation of rooms and set-back of buildings may need to be considered. Standard air quality requirements including electric vehicle recharge infrastructure.

Amber

Noise: Noise impact from the A64 would need to be considered and could result in parts of the site being undevelopable for university uses. A noise assessment would be required to identify suitable parts of the site to be developed.

Amber

Flood Risk: Germany Beck runs through the middle of the site so drainage would feed into there with some draining into the Tillmire drain. Further investigation of surface water drainage would be required. This site is greenfield land therefore runoff rates must be 1.4 l/sec/ha. This site is located in flood zones 1 and 2.

Amber

Ecology: Mostly arable land with good hedges on site. No major showstoppers. Development of campus 3 has changed the character of the eastern part of the site. Land to the south of campus 3 and Heslington Village is therefore very important to the setting of the city. The outgang to the south creates an important link out to the countryside. This is an SLI with acidic grassland/heath interest. In wildlife terms this is one of the better locations for development with the A64 providing a strong boundary reducing likely impacts on the Tillmire. The eastern section of the site has more potential as it isn't as close to the village however it would still be encroaching on the enclosed landscape. Reducing the area would make it less attractive for development. Relic common land should be retained. Low Lane provides important access to the countryside and existing campus 3 is designed to preserve this. This should not be compromised. Would need general phase 1 habitat assessment and design that establishes future green wedges into the City.

Amber

HISTORIC ENVIRONMENT, LANDSCAPE AND DESIGN

Heritage/ Archaeology: An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits. The archaeological investigation undertaken on Campus 3 have demonstrated that interesting and important

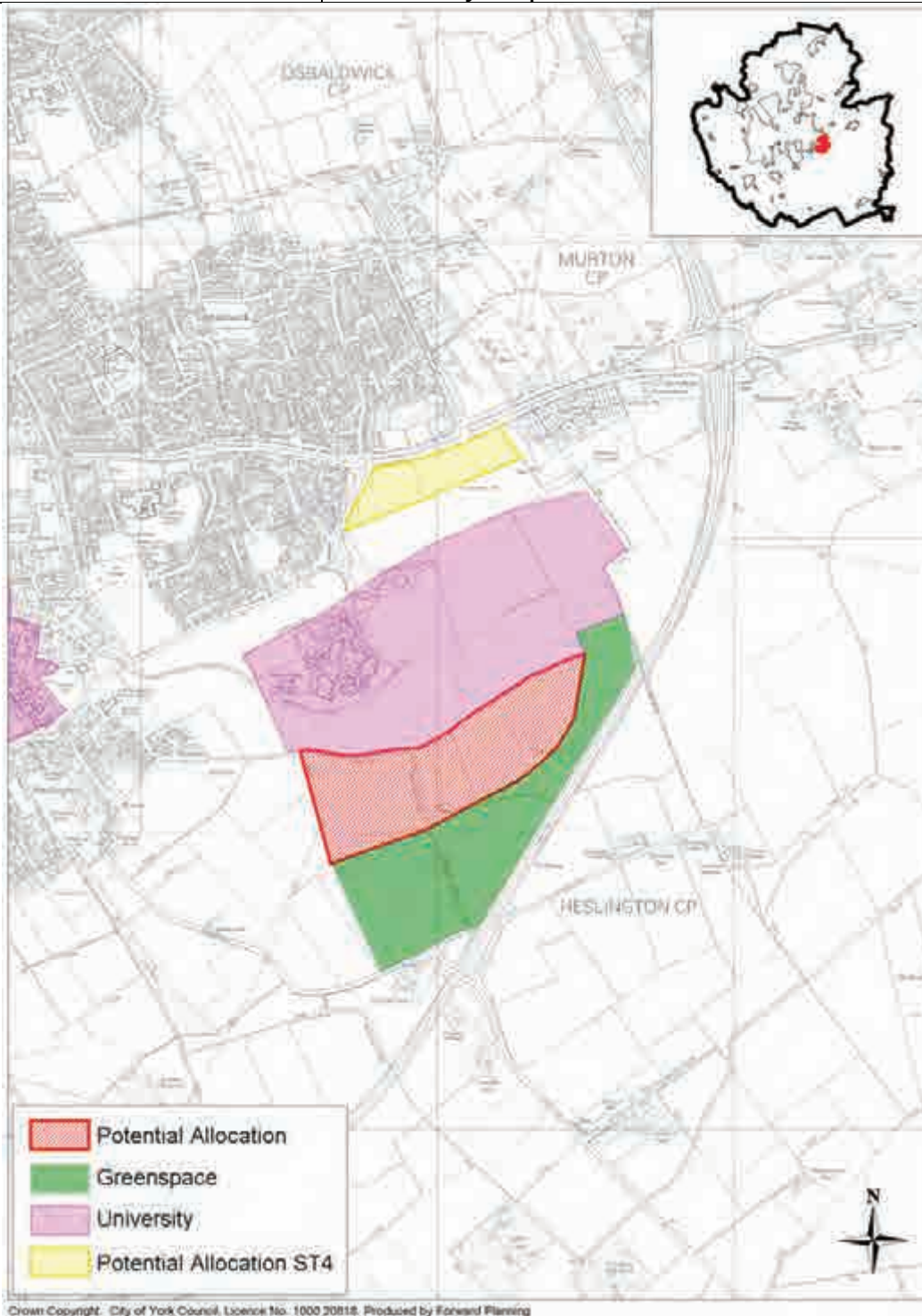
Amber

	archaeological deposits survive within this area.	
Landscape/ Design:	The site plays a critical part in the attractive setting of the city and Heslington village. It has a distinctive landscape quality and provides accessible countryside to a significant portion of the population. The land to the west is particularly important for maintaining the setting of Heslington village and key views. Land to the east may offer more potential subject to a suitable buffer from the A64 to maintain the landscape setting.	Amber
Openspace/ Recreation:	There is concern over community recreational value of Love Lane being retained. Additional recreational amenity would be required as part of this development.	Green

CONCLUSIONS

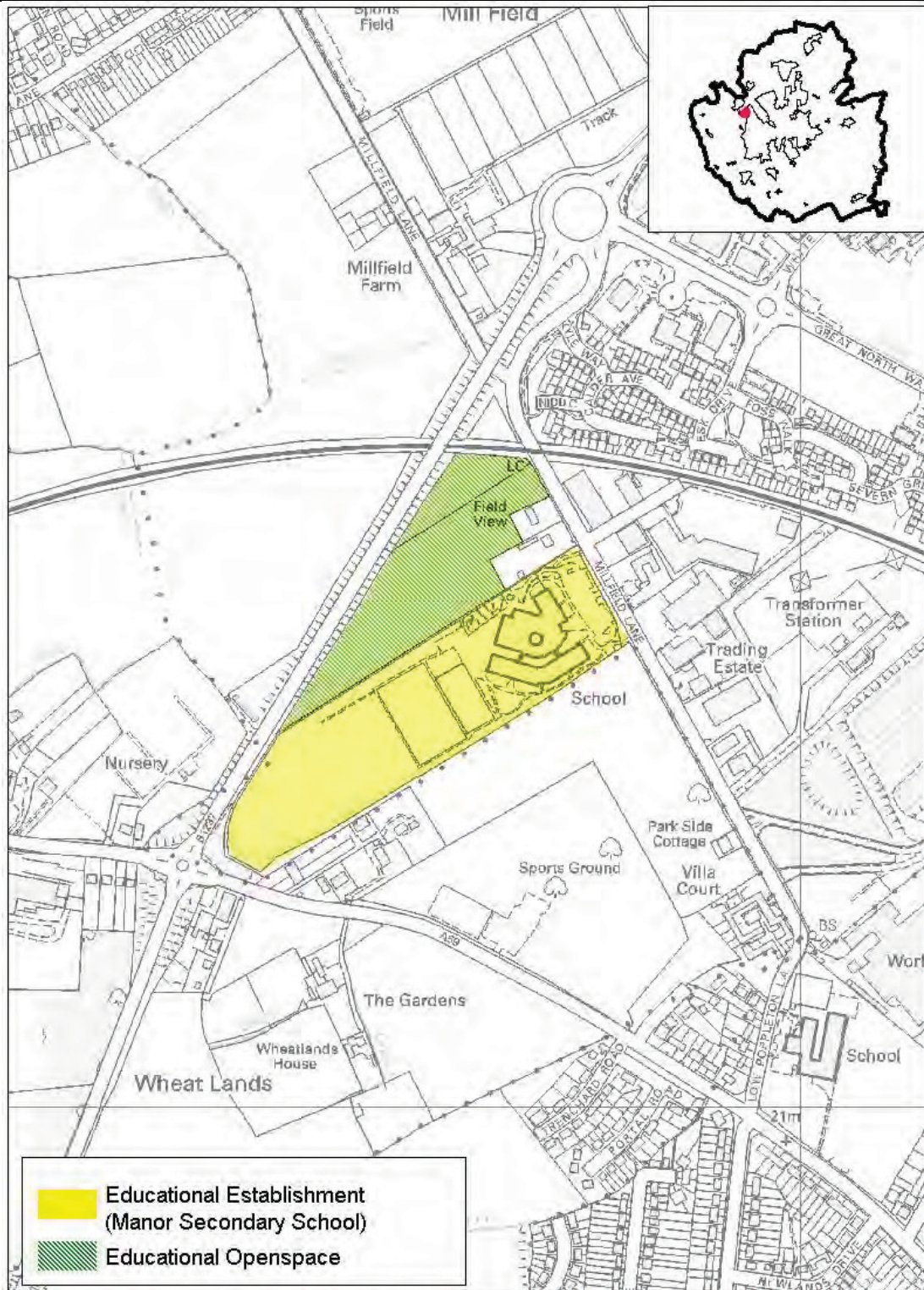
Summary:	The site plays a critical part in the attractive setting of the city and Heslington village. It has a distinctive landscape quality and provides accessible countryside to a significant portion of the population. The land to the west is particularly important for maintaining the setting of Heslington village and key views. Land to the east may offer more potential subject to a suitable buffer from the A64 to maintain the landscape setting. The University of York is a key component of the long term success of the city and it is important to provide long term opportunity for the University to expand. The original decision to approve the Heslington East campus recognised that there may well be further growth in the campus and the associated business park. It is therefore considered that land should be allocated within the Plan period to provide for University expansion.	Amber
Outcome:	Passed Technical Officer Comments	Amber

Site Ref:	794
Site Name:	University Expansion



Submitted for:	Education
Recommendation:	To include this site for expansion at the University of York and for related Science City uses. Existing Strategic Site ST4 is also shown on the map and is considered to have potential for student housing linked to the University of York.

Site Ref:	230
Site Name:	Land to the North of Manor School



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Submitted for:	Education
Assessment:	A planning application (by Manor CE Academy) was approved in January 2014 (app No. 13/03354/FULM) for the 'Change of use of

	<p>agricultural land to sports pitches, allotments, and informal landscaped open space, construction of hard surfaced recreational area, excavation of pond and associated footpaths, car parking and a 6m high ball fence'. The part of the site adjacent to the school will be for sports pitches / informal social area and the northern part of the site (adjacent to the railway line) will be for allotments.</p> <p>Consequently, it is considered that this land to the north west of the Manor CE Academy should be shown on the Proposals Map as both Educational Establishment and New Open Space (complimenting the existing Educational Establishment allocation on the existing Manor CE Academy site).</p>
Recommendation:	To link the site currently identified as openspace with the existing Manor School designation.

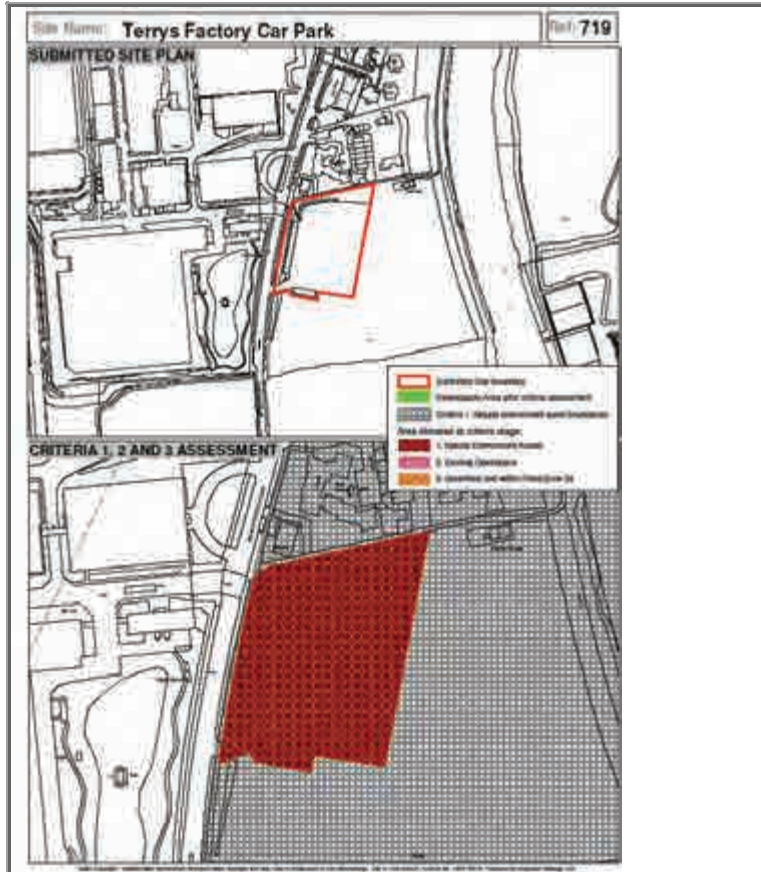
Criteria 1 to 4 Analysis

Site: 719

Terry's car park and land to south

Source:
Previously
Rejected Site

Submitted For: Education



Submitted Size: 0.865570338

Technical Analysis

Evidence/Mitigating Factors

Criteria 1 - Primary Constraints

Flood Zone 3b:	No
Historic Character:	Yes
Ancient Woodland:	No
Regional GI Corridor :	Yes
National Conservation:	No
SINC:	No
Local Nature Conservation	No
Site Size Remaining:	0.000000000

Floodrisk Evidence:	N/A
Landscape Evidence:	No
Habitat Evidence:	No

Fail

Criteria 2 - Openspace

Openspace:	No
Site Size remaining:	0.000000000

Openspace Evidence:	N/A
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N/A

Criteria 3 - Greenfield 3A

Greenfield/Brownfield:	Brownfield
Greenfield Within 3a:	No
Site Size Remaining:	0.000000000

Floodrisk Evidence:	N/A
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N/A

Criteria 4 - Residential Access to Services

Stage 1 Pass

N/A

Technical Officer Assessment

Site: **719**

Terry's Car Park

Submitted For: Education

TRANSPORT

As part of the planning permission for the redevelopment of the Terry's factory, the decked car park to the east of Bishopthorpe Road was related to the non residential uses proposed on the factory site. It is feasible that the development on the factory site could be self sufficient and not need parking on the east, however a detailed submission would be required.

GEO-ENVIRONMENTAL CONSIDERATIONS

Contamination:

Land to the south of the car park is an historic landfill site, so land contamination is likely to be present. An appropriate assessment of the ground conditions would be required and remedial work if necessary. This will ensure that the land is safe and suitable.

Amber

Air Quality:

No Comments Collected

Noise:

No Comments Collected

Flood Risk:

This is a brownfield site and would therefore require a 70% of the existing rate through any re-development (based on 140 l/s/ha of proven connected impermeable areas).

Green

Ecology:

Bats will likely even value the car park for foraging around the landscaping so should be considered.

Amber

HISTORIC ENVIRONMENT, LANDSCAPE AND DESIGN

Heritage/
Archaeology:

An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits. The decked car-park would safeguard residents parking areas and create a less car orientated development within the main site. The additional capacity provided by the decked car park would reduce the pressure for parking around the listed buildings on the main site, thus contributing to an improved setting for the buildings and conservation area. Significant increases to parking within the factory site are likely to lead to unacceptable impact on the setting of the listed buildings and conservation area. A detailed submission is required to assess the impact.

Green

Landscape/
Design:

The planning permission for redevelopment of the Terry's factory included the car park which has permission for a (single) decked car park. The potential impact on the landscape setting of changing the car park to an alternative use needs to be carefully considered. The original permission took into consideration views of the city and the listed buildings on site through allowing only a single decked car park. It is unlikely that development that would be higher than the permitted decked car park would be acceptable in visual impact/green belt openness terms, if it had a significant detrimental impact on the setting and views of the Terry's factory complex and on the landscape character of the lngs. There is a need to consider views of Terry's from the riverside and across the lngs as part of a detailed visual impact assessment. The approved scheme for the decked car park includes retention of all existing vegetation to be supplemented with additional offsite tree planting along the southern and eastern boundaries to mitigate any perceived adverse visual impacts. The decked car park would not be visible and as such there would be unlikely to be any significant adverse impacts upon the character of the landscape or the openness and functioning of the green belt in this area

Red

Openspace/

No Comments Collected

CONCLUSIONS

Summary:

The planning permission for redevelopment of the Terry's factory included the car park which has permission for a (single) decked car park. The potential impact on the landscape setting of changing the car park to an alternative use needs to be carefully considered. The original permission took into consideration views of the city and the listed buildings on site through allowing only a single storey decked car park. It is unlikely that development that would be higher than the permitted decked car park would be acceptable in visual impact/green belt openness terms. The site is unlikely to be suitable for residential development. There would be a need to consider views of Terry's from the riverside and across the Ings as part of a detailed visual impact assessment. The approved scheme for the decked car park includes retention of all existing vegetation to be supplemented with additional offsite tree planting along the southern and eastern boundaries to mitigate any perceived adverse visual impacts. The decked car park would not be visible and as such there would be unlikely to be any significant adverse impacts upon the character of the landscape or the openness and functioning of the Green Belt in this area. As part of the planning permission for the redevelopment of the Terry's factory, the decked car park to the east of Bishopthorpe Road was related to the non residential uses proposed on the factory site. It is feasible that the development on the factory site could be self sufficient and not need parking on the east, however a detailed submission would be required. The decked car-park would safeguard residents parking areas and create a less car orientated development within the main site. The additional capacity provided by the decked car park would reduce the pressure for parking around the listed buildings on the main site, thus contributing to an improved setting for the buildings and conservation area. Significant increases to parking within the factory site are likely to lead to unacceptable impact on the setting of the listed buildings and conservation area. A detailed submission is required to assess the impact.

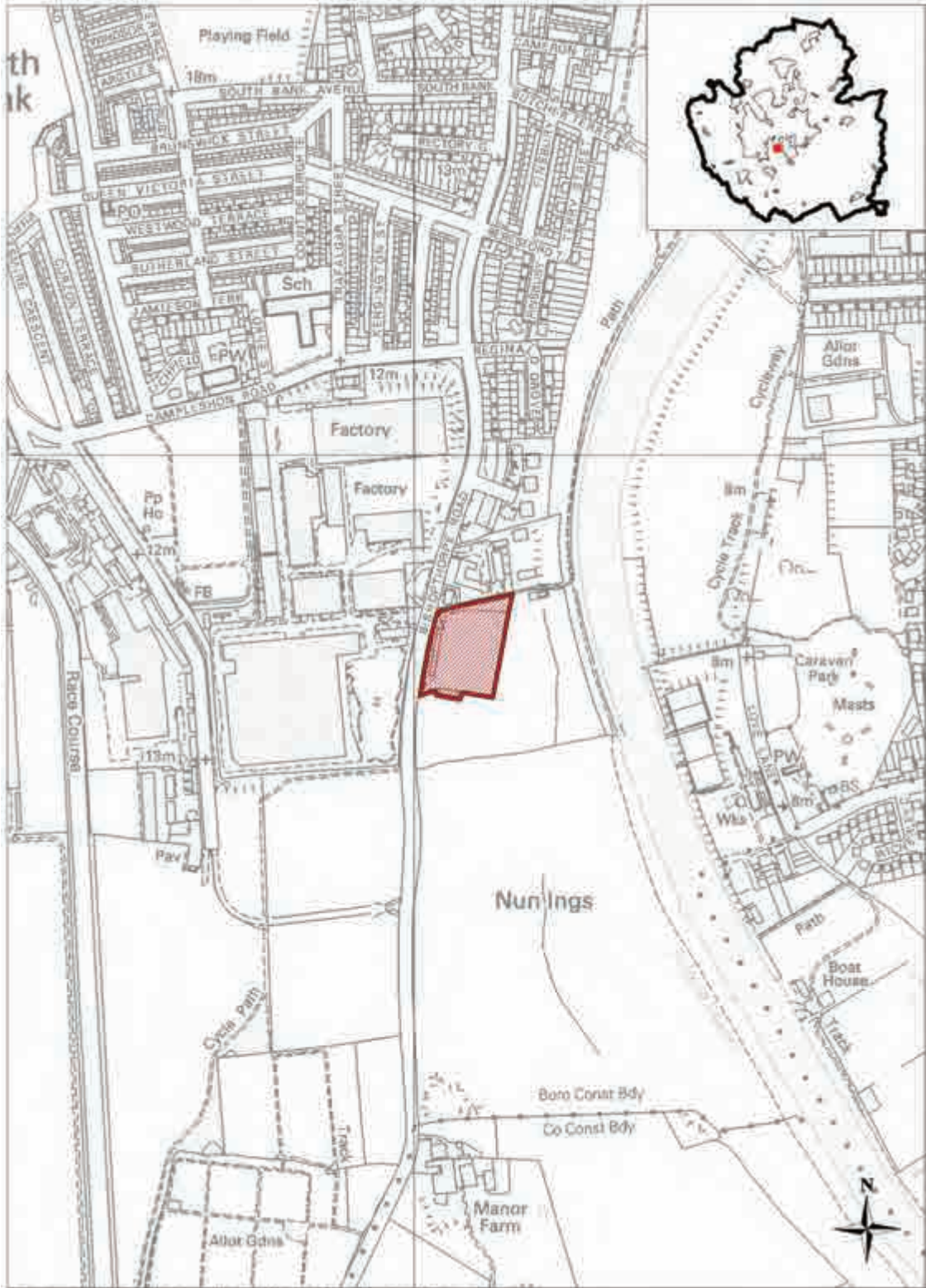
Red

Outcome:

Failed Technical officer comments

Red

Site Ref:	719
Site Name:	Land at Terrys Carpark



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Submitted for:	Education
Recommendation:	Not to include the site in the Local Plan for educational use

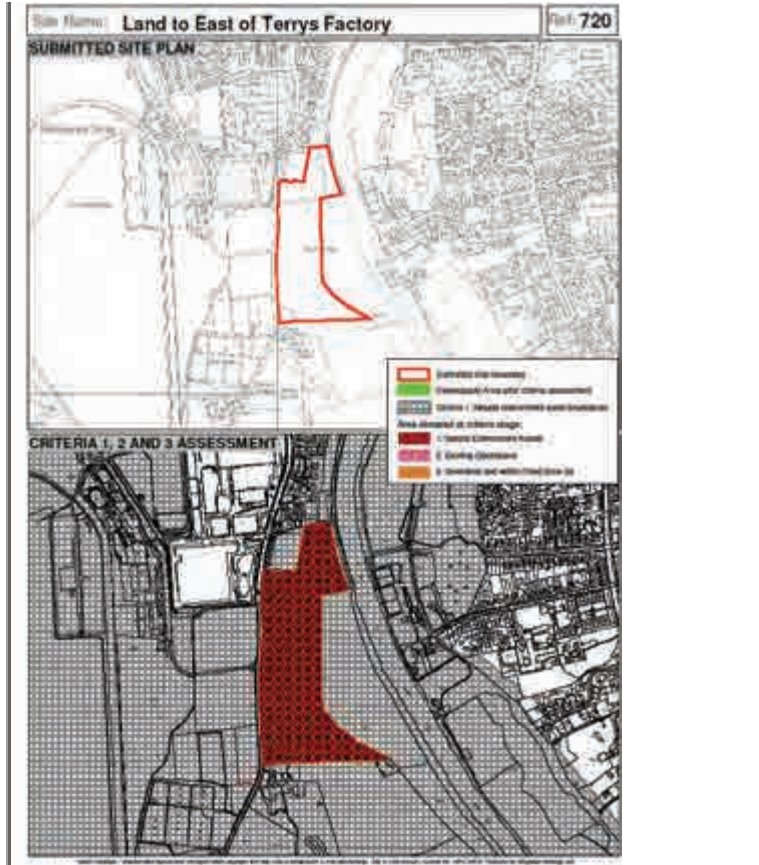
Criteria 1 to 4 Analysis

Site: 720

Land to the East of Terry's

Source:
Previously
Rejected Site

Submitted For: Education



Submitted Size: 9.44000000

Technical Analysis

Evidence/Mitigating Factors

Criteria 1 - Primary Constraints

Flood Zone 3b:	Yes
Historic Character:	Yes
Ancient Woodland:	No
Regional GI Corridor :	Yes
National Conservation:	No
SINC:	No
Local Nature Conservation	No
Site Size Remaining:	0.00000000

Floodrisk Evidence:	No
Landscape Evidence:	No
Habitat Evidence:	No

Fail

Criteria 2 - Openspace

Openspace:	No
Site Size remaining:	0.00000000

Openspace Evidence:	N/A
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N/a

Criteria 3 - Greenfield 3A

Greenfield/Brownfield:	Greenfield
Greenfield Within 3a:	Part
Site Size Remaining:	0.00000000

Floodrisk Evidence:	No
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N/a

Criteria 4 - Residential Access to Services

Not Scored

Technical Officer Assessment

Site: 720

Land to the East of Terry's

Submitted For: Education

TRANSPORT

No Comments Collected

GEO-ENVIRONMENTAL CONSIDERATIONS

Contamination:

Land to the south of the car park is an historic landfill site, so land contamination is likely to be present. An appropriate assessment of the ground conditions would be required and remedial work if necessary. This will ensure that the land is safe and suitable.

Amber

Air Quality:

No Comments Collected

Noise:

No Comments Collected

Flood Risk:

Part of the site within the Ings lies within flood zones 3a and 3b and will need to be excluded from the developable area.

Amber

Ecology:

The Ouse is of great value for bats and otters. Any reduction in the regional green corridor is therefore of concern.

Amber

HISTORIC ENVIRONMENT, LANDSCAPE AND DESIGN

Heritage/
Archaeology:

There is well preserved medieval ridge and furrow in this area reflecting the largely agricultural character of the area during the medieval period. The ridge and furrow would be lost even if used as playing fields and needs to be evaluated. An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.

Amber

Landscape/
Design:

The planning permission for redevelopment of the Terry's factory included the car park which has permission for a (single) decked car park. The potential impact on the landscape setting of changing the car park to an alternative use needs to be carefully considered. The original permission took into consideration views of the city and the listed buildings on site through allowing only a single decked car park. It is unlikely that development that would be higher than the permitted decked car park would be acceptable in visual impact/green belt openness terms, if it had a significant detrimental impact on the setting and views of the Terry's factory complex and on the landscape character of the Ings. There is a need to consider views of Terry's from the riverside and across the Ings as part of a detailed visual impact assessment. The approved scheme for the decked car park includes retention of all existing vegetation to be supplemented with additional offsite tree planting along the southern and eastern boundaries to mitigate any perceived adverse visual impacts. The decked car park would not be visible and as such there would be unlikely to be any significant adverse impacts upon the character of the landscape or the openness and functioning of the green belt in this area

Red

Openspace/
Recreation:

No Comments Collected

CONCLUSIONS

Summary:

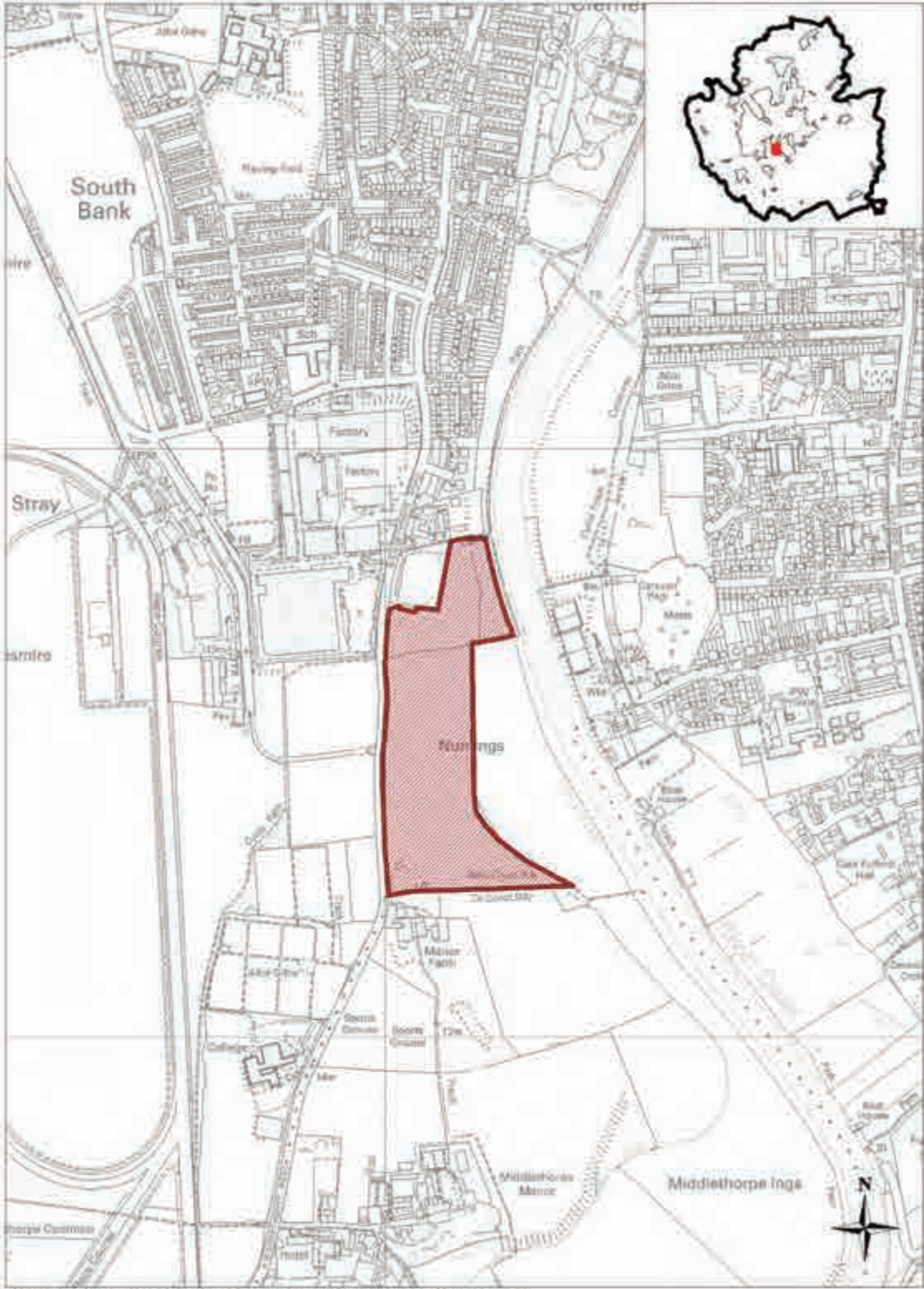
The site is not suitable for the size of school proposed. Any development, including for playingfields, on Nun Ings would be unacceptable. The site falls within 'primary constraints' in the local plan site search methodology - in a green belt green wedge and a Regional Green Corridor. There is also Ridge and Furrow in this area.

Red

Outcome:

Failed Technical officer comments

Red

Site Ref:	720
Site Name:	Land to the East of Terrys
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Submitted for:	Education
Recommendation:	Not to include the site in the Local Plan for educational use