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**STATEMENT IN  
RESPONSE TO  
INSPECTORS' MATTERS,  
ISSUES AND QUESTION  
TO THE EXAMINATION OF  
THE YORK LOCAL PLAN  
2017-2033**

**Phase 3 Hearings**

Matter 2 – Universities and Colleges

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JULY 2022

LANGWITH DEVELOPMENT PARTNERSHIP LTD

PARTICIPANT REF 378

Q70385

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# 1 Introduction

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- 1.1 Langwith Development Partnership (LDP1) is the principal landholder of the land proposed to be allocated under Policy ST15, which is a strategic allocation (Policy SS13), in the draft City of York Local Plan (“Local Plan”).
- 1.2 Delivering a new sustainable garden village in the south east of the City is a key component of the Local Plan’s spatial strategy for housing delivery. The allocation of a new garden village in this part of the City is based on sound and sustainable planning principles. A new settlement is necessary, sustainable and appropriate in this part of York if the City of York Council (CYC) are to meet their housing needs sustainably. Planning for the delivery of a new settlement in south east York is supported by Homes England<sup>2</sup>.
- 1.3 LDP have made representations to each of the relevant stages of the Local Plan’s preparation (Regulation 18, Regulation 19 and the more recent Modifications to the Regulation 19 Plan) <sup>3</sup> and appeared at the Stage 1 and 2 Hearing Sessions in December 2019 and May 2022 respectively.
- 1.4 LDP have demonstrated throughout the Local Plan process that the Local Plan’s spatial strategy, which is in part based on delivering a new garden village in the south east of the City, is sound in principle.
- 1.5 LDP’s Representations have been informed by their view that the draft Local Plan’s soundness has not been evidenced particularly in respect of housing numbers, transportation, biodiversity, deliverability (viability notably) and transportation.

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<sup>1</sup> Langwith Development Partnership Ltd (LDP) is a joint venture formed by Sandby (York) Ltd and the Caddick Development Ltd who, along with A1 Haulage, control the land required to deliver the new garden village known as ST15. They control land in the south east part of the City, to the north of Elvington (south of the A64). Both parties, have jointly, and individually, been participants in the preparation of the City of York Local Plan (the Local Plan) for over six years.

<sup>2</sup> Homes England have awarded CYC various (3x) funding streams, including recently under their Garden Communities Capacity Fund to assist in the formulation of their evidence base to support the delivery of a new garden village in south east York.

<sup>3</sup> Representations were submitted by LDP (or companies that constitute LDP), including those (i) in September 2016 to the City of York Local Plan – Preferred Sites Consultation (June 2016), (ii) the later submission of a Site Promotion Document (Quod) in October 2017, followed by (iii) representations (in March 2018) to the City of York Local Plan - Publication Draft (February 2018 [\(CD014g\)](#)), (iv) representations to the York Local Plan Proposed Modifications (June 2019) and associated Background Documents, in July 2019 [\(EX/CYC/21b – PMSID378\)](#) and (v) the Proposed Modifications and Evidence Base consultation in May 2021 [\(EX/CYC/66e – PMSID378i – SID378xvii\)](#).

- 1.6 Throughout the process and especially since the Plan was submitted and the examination process began, LDP has been seeking to collaborate with CYC to ensure that CYC commission relevant parts of the evidence base necessary to demonstrate the soundness of the plan generally (for example housing numbers, transport modelling and PT accessibility, and education need to be considered across City) as well as in relation to ST15 specifically, to determine whether ST15 can be proven to be sound, or whether Langwith (which is the alternative form of the new garden village promoted by LDP at the Regulation 19 stage in June 2019) should form an alternative allocation, or whether the matter should be addressed under a Broad Location for Growth (BLG) as referenced in LDP's Statements to Phase 2 Hearings.
- 1.7 In preparing this Hearing Statement, LDP and CYC have reached a high level of agreement on the planning evidence supporting ST15, and LDP consider that it can be made sound, subject to the following key matters (including further Modifications to the Local Plan) as outlined in this Statement:
- 1.7.1 An acceptance that a second point of access (which would enable ST15 to deliver housing completions as envisaged in the CYC housing trajectory) from Elvington Lane to the new Garden Village is an essential pre-requisite of the allocation's successful delivery.
  - 1.7.2 Agreement as to the level of highways works required at the outset to facilitate delivery of homes and public transport both at and along Elvington Lane together with offsite works south of the Grimston Bar interchange. These will result in the allocation being viable (without it the delivery of ST15 is not viable), by helping to achieve early and efficient delivery of ST15.
  - 1.7.3 Policy recognition that circa 1,000 homes can be delivered off Elvington Lane prior to completion of a new GSJ on the A64 and the associated western access to ST15. The precise number will be established and agreed with CYC and National Highways as part of a transport assessment submitted at the planning application stage.
  - 1.7.4 Broad agreement on the location (and form) of the GSJ with its detailed design and associated landscape led mitigation to be considered at the planning application stage. CYC and LDP broadly agree the cost of providing the GSJ.
  - 1.7.5 ST15 is of a size that can accommodate at a minimum of 3,339 homes, along with the other infrastructure required to deliver a sustainable community – see the masterplan and at **Appendix 1**.
  - 1.7.6 The biodiversity implications of the allocation, including the effects on the SINC and achieving an appropriate level of biodiversity net gain (BNG), can be addressed appropriately at the planning application stage and compensation to offset the loss of SINC should be implemented in the planting season prior to the commencement of ST15, rather than five years in advance as the draft Local Plan currently suggests.

- 1.7.8 LDP consider ST15 alone is unlikely to generate sufficient additional secondary school places to support and sustain a new secondary school. However, it is agreed that potential secondary provision for ST15 should be embedded in the Local Plan now for soundness, as explained later in this Statement. As there is insufficient land within the ST15 allocation for a secondary school campus, this should be provided on land adjacent to the boundary of ST15, as land allocated in the Plan specifically for a future secondary school.
  - 1.7.9 Subject to further highways modelling work by CYC, as part of the CYC engagement with National Highways, which will identify whether mitigation may be necessary at the A64/Fulford interchange to accommodate current traffic levels and other planned development which precedes ST15, there is appropriate evidence to demonstrate that ST15 can be accommodated on the local and strategic road network without severe residual cumulative impacts, let alone any unacceptable harm to the highway network.
  - 1.7.10 Opportunities for sustainable transport modes will be masterplanned and incorporated in travel planning as part of a future planning application, to reduce private car use and maximise modal shift to public transport, walking and cycling.
  - 1.7.11 The infrastructure required to implement and sustain the Garden Village is viable and deliverable.
  - 1.7.12 Based on agreement on the eastern access from Elvington Lane and associated highway improvements, adoption of the York Local Plan next year and a commitment from CYC to planning resources to facilitate the making and determination of a hybrid planning application, ST15 could be capable of delivering new homes from late in the year 2026/2027.
- 1.8 In light of the above LDP and CYC are preparing a Statement of Common Ground (SoCG) dealing with the following matters:
    - 1.8.1 Sustainable transport.
    - 1.8.2 Education.
    - 1.8.3 Biodiversity.
    - 1.8.4 Housing Delivery (trajectory).
    - 1.8.5 Viability.
    - 1.8.6 Requisite proposed modifications to the Local Plan.
  - 1.9 A separate SOCG on highways is being agreed between CYC, LDP, A1 Haulage and National Highways.
  - 1.10 This Hearing Statement (and others in respect of Matters 1 and 3 of the Third Stage of Hearings) is not specifically concerned with the details of the allocation ST15. Matter 7 of the Stage 3 Hearings is of relevance to the strategic allocation of a new garden village in this part

of the City, and our Hearing Statement on Matter 7 deals with site specific matters relevant to Policy SS13 (Allocation ST15).

- 1.11 This Statement deals with the various Questions raised under Matter 2 relating to Universities and Colleges.

## 2 Universities and Colleges

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- 2.1 LDP interests in Matter 2 relate to the University of York (UoY) only, given its close proximity to the proposed new garden village allocation on land West of Elvington Lane.
- 2.2 These interests arise in view of the opportunity for synergies that can be developed through the close juxtaposition of the ST15 allocation and the existing (and proposed to be extended) UoY campus.
- 2.3 These synergies include:
  - 2.3.1 The significant employment opportunities that currently exist and, in the future, will increase through the UoY's expansion, and the close proximity of new homes for academic staff including post-graduates, employees of other business situated on Campus and the Science Park at the University.
  - 2.3.2 The opportunity for accelerating housing delivery at the new garden village through purpose built BtR that can meet the particular housing needs of employees as well as post graduate students at UoY.
  - 2.3.3 The opportunity for delivering ransom free mutually compatible linked public transport infrastructure that will link residents of ST15 to UoY and beyond through the public transport connections that already exist at the UoY Park & Ride. These matters are addressed in LDP's Hearing Statement regarding Matter 7.
  - 2.3.4 The opportunity to build ransom free mutually compatible linked cycle and pedestrian links between the two areas.
- 2.4 In discussions between UoY and LDP, the benefits to both parties through the above synergies are recognised and it is anticipated that these will be covered in a SOCG.

### *Question 2.1: What are the needs of the various Universities and Colleges?*

- 2.5 LDP support, in principle, the expansion of the UoY campus for University related development to meet their needs which will also potentially strengthen the synergies and links between ST15 and the UoY.
- 2.6 LDP do not comment specifically on the five questions raised in relation to the Universities and Colleges, as these are largely matters for the Universities/Colleges to answer. That said, it is LDP's view that given the importance of further education in the City, both in terms of social and economic impact, these need to be recognised in the Plan.
- 2.7 In view of the above, and the close relationship and opportunities for strong synergies between ST15 and the UoY, if it is concluded by the Inspectors that additional housing land is required on an extended ST15, ie, Langwith, would be well located and appropriate to meet this additional need.

- 2.8 As highlighted by LDP in the second stage of Hearing Sessions<sup>4</sup>, meeting the needs of the Universities/Colleges will have a direct impact on economic growth within the City, and consequently housing need.
- 2.9 It appears from the discussions at the Matter 4 Hearing Sessions of the Stage 2 Hearings that CYC's assessment of the City's economic needs did not take account of the UoY intended growth in the education sector
- 2.10 In view of the above, the current economic led housing needs assessment is also inadequate, as LDP noted in their Statements on Housing Need at the Stage 2 Hearing Sessions.

*Question 2.2: Does the Plan properly provide for the needs of the various establishments?*

- 2.11 Please see above.

*Question 2.3: Is the approach of the Plan to Universities and Colleges justified in Green Belt terms (whether in terms of Green Belt boundaries or 'washing over')?*

- 2.12 Please see above. LDP simply draws attention to the second and third bullet points in paragraph 90 of NPPF 2012 in the context of planning for the necessary transport infrastructure linkages between the UoY as it is presently and as planned to be expanded and ST15.

*Question 2.4: Are policies ED1-ED5 and ED7 effective?*

- 2.13 Notably, for the purposes of soundness there needs to be more explicit reference to enhanced cycle links to ST15 (as per Policy SS13) via Common Lane (ahead of the new GSJ) in both ED2 and ED3, which presently simply focus on internal links rather than links to nearby planned housing development.

*Question 2.5: Is the Policy SS22 (ST27) sufficient for the purposes of the University of York?*

- 2.14 It is explained in LDP's Hearing Statement on Matter 7 that the need for shared promotion and provision of sustainable transport links between ST15 (Policy SS13) and ST27 (Policy SS22) is important.
- 2.15 It is, therefore, necessary for the purposes of soundness for the Local Plan to recognise in relation to Policy SS22 (as well as SS21 and SS13) that all three allocations are planned so as to not only facilitate, but also to maximise, non car travel between these areas from the outset without any one party seeking ransoms over the other.

- 2.16 In policy terms it is necessary to ensure that each development recognises the other in terms of:

2.16.1 Opportunities to facilitate the provisions of infrastructure to secure non-car travel between them are maximised.

2.16.2 There is no ransom between any of the sites.

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<sup>4</sup> Matter 4 Statement.



2.16.3 Proportionate contributions (or credits) are given in those cases where infrastructure is delivered by one of the allocations, but which benefits the other allocation(s).

Attached at **Appendix 2** is the Proposed Modifications to Policies SS21 and SS22 in this respect these modifications are required to make the Policies sound. Attached to the Hearing Statement on Matter 7 is a separate Proposed Modification to Policy SS13.



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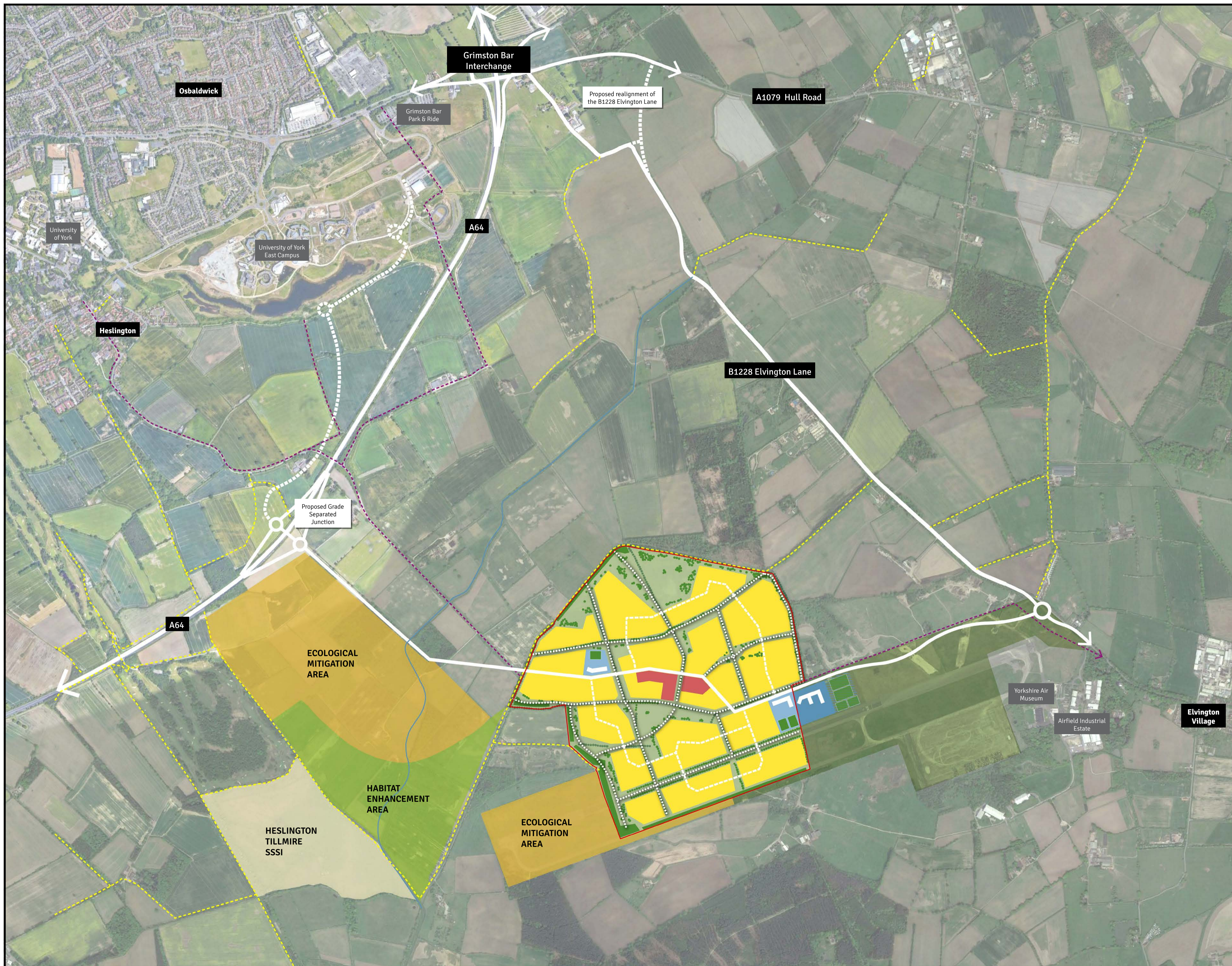
Capitol Bond Court  
Leeds  
LS1 5SP



## Appendix 1

### MASTERPLAN

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- Site Boundary ST15  
167 ha
- Residential Development  
90.7 ha @35dph = 3,175 homes
- Mixed Use Local Centre (retail, community, employment, residential) - 3 ha = 164 homes
- Primary School (2 form and 3 form)  
1.7 ha and 2.5 ha
- Open Space  
66.2 ha (40%)
- Existing Trees
- Proposed Trees
- Secondary School (750 pupils)  
Allocated site for Secondary School outwith ST15 and removed from Greenbelt = 3.6 ha (750 places) /  
Indicative land outwith ST15 for playing pitches but retained within greenbelt = 2.6 ha
- Existing Public Right of Way
- Improved connectivity and opportunities for access to the University of York, existing settlements and wider established networks of footpaths, including Minster Way (retaining vehicular access for residents only)

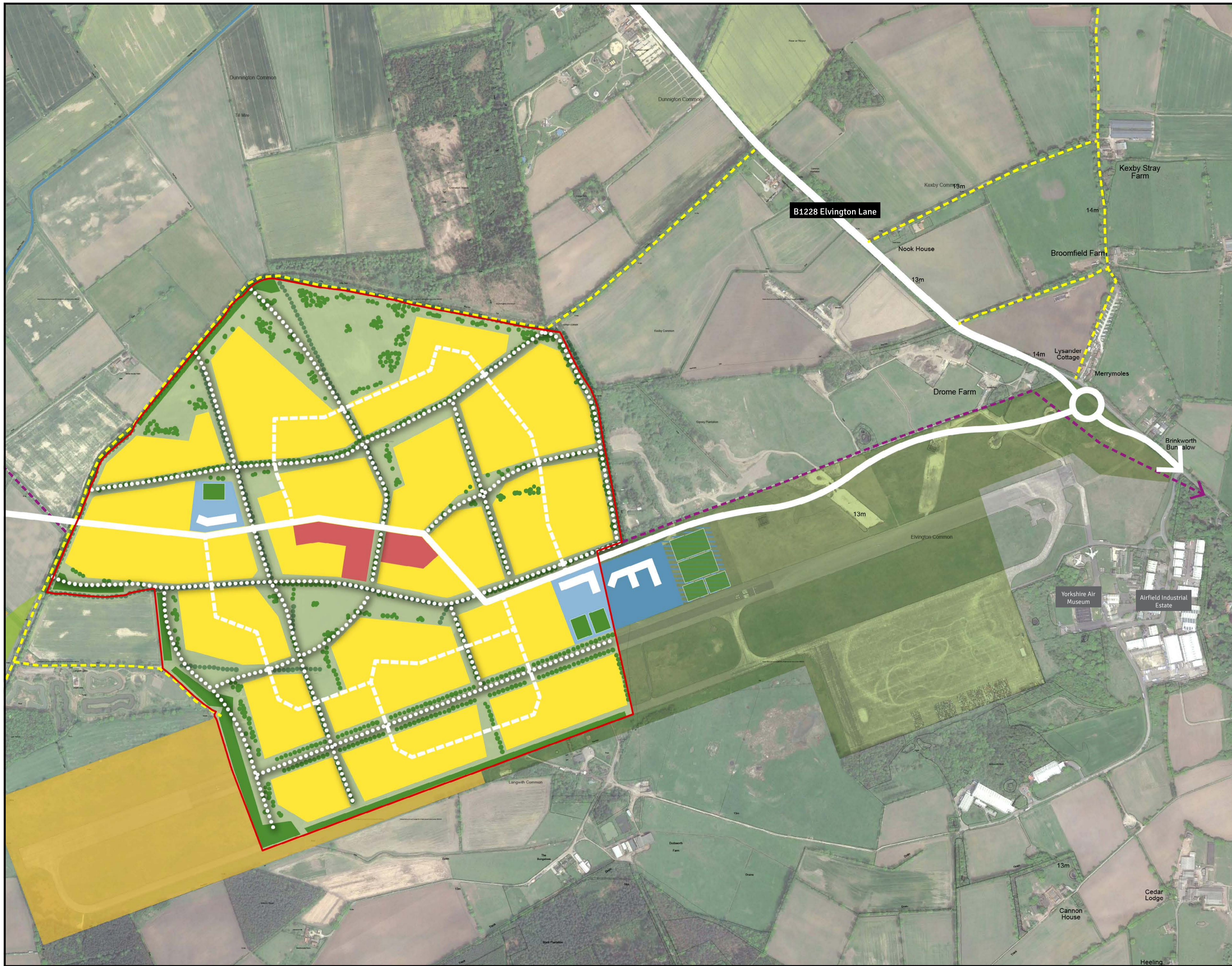
Project  
**Land West of Elvington Lane (ST15)**  
 York  
 Drawing Title  
**Masterplan Context Plan**

Date 04.07.22	Scale N.T.S.	Drawn by DJ	Check by MW
Project No 32360	Drawing No ind02-02	Revision	F



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**Legend**

- Site Boundary ST15  
167 ha
- Residential Development  
90.7 ha @35dph = 3,175 homes
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Project  
**Land West of Elvington Lane (ST15)**  
 York

Drawing Title  
**Concept Masterplan**

Date 04.07.22	Scale 1:5000@A1	Drawn by DJ	Check by MW
Project No 32360	Drawing No ind02-01	Revision	F

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## Appendix 2

### PROPOSED MODIFICATIONS TO POLICIES SS13, SS21 AND SS22

## Policy SS13: Land West of Elvington Lane

The development of Land West of Elvington Lane (ST15) supports the Local Plan vision in delivering a new sustainable garden village for York. It will deliver ~~a minimum of approximately~~ 3,339 dwellings, ~~of which at least around 2,200~~ 1,040~~600~~ units ~~of which~~ will be delivered within the plan period. In addition to complying with the policies within this Local Plan, the site must be masterplanned and delivered in accordance with the following key principles.

- i. Create a new 'garden' village that reflects the existing urban form of York as a compact city surrounded by villages.
- ~~ii. Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic House Market Assessment and affordable housing policy.~~
- iii. Be of a high design standard to reflect the existing settlement form of villages around the main urban area of York in-keeping with the existing urban form. ~~The south eastern and south western boundaries of the site are less well contained than to the north so it will be important for the site to establish its own landscape setting. Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. Where the site's boundary is not defined by recognisable or permanent features it should be addressed through the masterplan and design process in order for strong and defensible green belt boundaries to be created and secured.~~
- iv. Create new open space ~~(as shown on the proposals map)~~ within the site to maintain views of the Minster and existing woodland.
- v. Impacts to Elvington Airfield SINC and ~~on~~ biodiversity within the site and zone of influence will be addressed by following the mitigation hierarchy with the overall aim to prevent harm. ~~\_to existing biodiversity assets, delivering a minimum of 10% of biodiversity net gain no net loss for biodiversity and maximise further benefits for biodiversity. Where required c~~ Any ~~ca~~ Compensatory measures on and off site should take full account of the extent and quality of the asset being lost or damaged and equivalent or enhanced habitats should be provided within the development site of ST15 and on the compensatory habitat of OS10 -as provided for in Policy GI6, on the western part of the existing runway shown on the policies or other areas in the vicinity of ST15.
- vi. Securing the provision of biodiversity net gain in relation to ST15.
- vii. Follow a mitigation hierarchy to first seek to avoid impacts, then to mitigate unavoidable impacts or compensate unavoidable residual impacts on Heslington Tillmire SSSI and the Lower Derwent Valley SPA/Ramsar through the:
  - incorporation of a new nature conservation area (as shown on the ~~proposals policies~~ map as allocation OS10 and included within Policy GI6) including a

buffer of wetland habitats, a barrier to the movement of people and domestic pets on to the SSSI and deliver further benefits for biodiversity. A buffer of at least 400m from the SSSI will be required in order to adequately mitigate impacts unless evidence demonstrates otherwise; and

- provision of a detailed site wide recreation and access strategy to minimise indirect recreational disturbance resulting from development and complement the wetland habitat buffer area which will be retained and monitored in perpetuity. A full understanding of the proposed recreational routes is required at an early stage.
- viii. Deliver ecological mitigation and compensation measures in the first planting season preceding the 5-years prior to pre-commencement of any development of ST15. They must be supported by a long term management plan (30 year minimum), and be retained and monitored in perpetuity.
- ~~ixviii.~~ Protect the character, setting and enjoyment of Minster Way, otherwise referred to as Langwith Stray, within ST15.
- ix. Provide an appropriate range of shops, services and facilities for including social infrastructure such as health, social, leisure, cultural and community uses to meet the needs of future residents. Subject to viability, provision should be made early in the scheme's phasing in order to allow the establishment of a new sustainable community. This should be principally focused around a new local centre.
- xj. Deliver ~~new on-site education provision to meet~~ nursery and primary education facilities, in the form of one 2 FE primary school and one 3 FE primary school including nursery provision or as otherwise assessed at the application stage, to meet the needs generated by the development, and potentially secondary demand, to be assessed based on generated need. New nursery, primary and potentially secondary provision will be required to serve the earliest phases of development. Secondary school facilities may be provided on allocated land identified on the policies map if there is evidence that the need generated by the development justified this provision having regard to projected falling pupil yields across York. If not, appropriate phased contributions for secondary school and SEND to off-site provision will be secured. The delivery of education infrastructure will be kept under review both prior and during development of ST15 as part of an education review strategy to be established at the application stage.
- ~~xi.~~ Demonstrated that all transport issues have been address, in consultation with the Council and Highways England as necessary, to ensure sustainable transport provision at the site is achievable. The transport and highways impacts of the site should be assessed individually and cumulatively with site's ST7, ST8, ST9, ST14, ST27 ST35 and ST36 should be addressed. Where necessary, proportionate mitigation will be required commensurate with the impact of each scheme.
- xiii. Ensure provision of necessary transport infrastructure at the right time to access the site with primary access via the A64 (as shown indicatively on the



~~proposals/policies map) and a potential secondary access via Elvington Lane. The capacity of the local highway network including Elvington Lane and junctions is limited. Elvington Lane can service the early phase of the development, subject to delivering a new link road between Elvington Lane and Hull Road, as well as works to the south of Grimston Bar Interchange/Elvington Lane Junction. This is subject to detailed assessment at the application and is to be agreed through an approved phasing strategy.~~

- xiv. ~~Retain Common Lane/Long Lane/Langwith Stray as cycle/pedestrian routes only to ensure protection of the character of Heslington Village. These routes are very lightly trafficked roads, and could provide pleasant cycle and pedestrian routes from the site to Heslington. It is essential that there is no vehicular transport access from properties on ST15 to Heslington village along these routes to ensure the setting of Heslington village is maintained.~~
- xiv. Deliver improvement to Explore the potential for local bridleways (eg, Fordlands Road/Forest Lane) running through or near the site to be used as the year round cycle routes.
- xv. ~~Retain existing Provide dedicated secure access to for existing properties beyond ST15 local residents and landowners to be agreed with the community of Heslington. Appropriate solutions would need to ensure access is preserved for existing residents and landowners developed in consultation with the community of Heslington.~~
- xvi. Deliver high quality, frequent and accessible public transport services through the whole site which provide links ~~to between the on-site local centre and new~~ community facilities, ~~as well as to~~ York city centre and other appropriate service hubs, including the University of York. A public transport hub ~~at the local centre~~ should provide appropriate local interchange and waiting facilities for new residents. All ~~It is envisaged such measures proposed to support public transport use should be identified and agreed as part of a Sustainable Transport Strategy at the application stage, with the overall aim to achieve will enable~~ upwards of 5% of trips ~~to be undertaken using by~~ public transport.
- xvii. 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).
- xviii. ~~require ransom free non-car routes to be provided in and beyond ST15 on land controlled by the developer so as to e~~Exploit/Optimise synergies with the existing university campus and proposed university expansion in terms of site servicing including transport, energy and waste.

## Explanation

3.62 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 new habitats into existing areas of environmental value. Development is anticipated to commence from 2022/23-2025/26 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 secured through a hybrid planning permission although off site compensatory SINc measures could be brought forward in a separate application. 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.

3.63 The site boundary 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. 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, the extensive open grassland of Elvington Airfield and substantial hedgerows. The north eastern part of the site is bounded by Grimston Wood, privately owned woodland with nature conservation interest and the Minster Way Public Right of Way runs along the northern boundary of the site. The south eastern and south western boundaries are less well contained requiring the site's masterplan to establish a landscaped setting for the development.

3.64 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. Any large-scale development solely relying on Elvington Lane would not be supported. Initial modelling work suggests that the Elvington Lane access is around 1,000 units (approximately 30% of final development at 3,339 units).

Public transport improvements, as well as pedestrian and cycle connections, between SS13, SS21 and SS22 should will be brought forward collaboratively and free of any ransom in order to maximise opportunities to secure non car travel between these three allocations, and with proportionate contributions (or credits) made by each allocation for infrastructure which each require, but that one may deliver ahead of the others.

3.65 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 close proximity and would be reliant on new facilities to be constructed as part of any development. It is considered that services within 5 to 10 minutes walk should be achievable.

3.66 It is essential to secure public transport access to and within the site. Providing a south-~~east west~~ to north-~~west 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. 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 free of any ransom, arising from the proximity of the site to the University of York, Science Park and Sports Village. The site promoters will also continue to engage with National Highways with regard to the new grade separated junction (in the general form of a rural dumbbell) and any management/mitigation required on the A64 that is related to the impacts of the development of ST15.

3.67 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) and Elvington Airfield Business Park (ST26). The provision of a new grade separated junction onto the A64 would ~~remain~~ form part of the essential infrastructure for ~~any~~ development in this location. In the interest of sustainability, opportunities should be explored to reuse the aggregates arising from the runway in ST15 in the construction of the new junction or other new highway infrastructure. - The viability of delivering significant new or improved transport infrastructure ~~has been~~ must be considered and should be kept under review with ~~and~~ evidence provided to demonstrate its robustness at the application stage. Equally, detailed analysis ~~would will~~ be required to confirm that sustainable travel options (to avoid the site being heavily car dependent) were realistic and financially sound. The site will require high frequency public transport services based on the overall target of 15% journeys by public transport bus. In order to minimise car use ~~the development would need~~ a robust transport strategy will be required documenting ~~alternative-proposed~~ routes ~~including~~ for buses, walking and cycling.

3.68 A comprehensive evidence based approach is required in relation to biodiversity. In close proximity west of the site is Heslington Tillmire SSSI primarily designated for marshy grassland habitat and the associated assemblage of breeding birds. To the east of the site is the Lower Derwent Valley SPA/Ramsar/SSSI which is designated for wetland birds. In addition, part of the site includes Elvington Airfield, which is an identified SINC for both bird species and grassland habitats. It will need to be demonstrated at the application stage that the potential impacts from development have been addressed ~~through the use of the mitigation hierarchy~~ to ensure that any adverse effects are appropriately avoided, mitigated or where necessary compensated for. Any measures need to be implemented from year one to allow for the successful establishment of habitats prior to the commencement of

development. A programme of monitoring and management will be required to ensure continued mitigation in perpetuity.

### **Delivery**

- Key Delivery Partners: City of York Council; landowners; developers; and infrastructure delivery partners.
- Implementation: Planning applications; and developer contributions.

## **Policy SS21: Land South of Airfield Business Park, Elvington**

Land South of Airfield Business Park, Elvington (ST26) will provide 25,080sqm of B1b, B1c, B2/B8 employment floorspace for research and development, light industrial/storage and distribution. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the following key principles.

- i. Undertake detailed ecological assessment to manage and mitigate potential impacts. The site is adjacent to two Sites of Local Interest and designated and candidate Sites of Importance for Nature Conservation 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.
- ii. Retain and enhance historic field boundaries where possible and reflect in the masterplanning of the site.
- iii. Provide appropriate landscaping/screening to assist in mitigation against the erosion of the existing semi-rural setting of the airfield.
- iv. Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable transport provision at the site is achievable. Impacts on Elvington Lane and Elvington Lane/A1079 and A1079/A64 Grimston Bar junctions will need to be mitigated.
- v. Further explore air quality, noise and light pollution and contamination issues.
- vi. Investigate further archaeological deposits on and around the site.
- vii. Address further surface water drainage issues due to the presence of aquifers, dykes and becks in the surrounding area.

### **Explanation**

- 3.95 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 (2016). 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 more than 450 people. Companies include York Mailing, Paragon Creative, DGP Group and the Potter Group. Evidence 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.
- 3.96 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.

3.97 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.

3.98

3.973.99 Public transport improvements, as well as pedestrian and cycle connections, between SS13, SS21 and SS22 should will be brought forward collaboratively and free of any ransom in order to maximise opportunities to secure non car travel between these three allocations, and with proportionate contributions (or credits) made by each allocation for infrastructure which each require, but that one may deliver ahead of the others.

## **Policy SS22: University of York Expansion**

University of York Expansion (ST27) will provide B1b employment floorspace for knowledge based businesses including research-led science park uses and other higher education and related uses (see Policy ED3: Campus East). A development brief will be prepared for ST27, covering site considerations, including landscaping, design, local amenity, accessibility and transport requirements. In addition to complying with the policies within this Local Plan, the site must be delivered in accordance with the following key principles.

- i. Create an appropriately landscaped buffer between the site and the A64 in order to mitigate heritage impacts and to maintain key views to the site from the south and its setting from the A64 to the south and east.
- ii. The developed footprint (buildings, car parking and access roads) shall not exceed 23% of the total site area.
- iii. Enhance and continue the parkland setting of the existing university campus, with new buildings being of a high design standard.
- iv. Provide additional student accommodation, which is clearly evidenced in terms of demand.
- v. 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.
- vi. ensure accessibility to public transport and services;
- vii. are suitable in terms of vehicular access and road safety including internal space for adequate parking and turning;
- viii. ensure that development does not have an undue impact on the residential amenity of current residents and future occupiers, including leading to unacceptable levels of congestion, pollution and air quality; and
- ix. appropriately manage flood risk.

In addition, proposals will be expected to:

- x. provide adequate provision for storage, recreation space, amenity provision and utility services;
- xi. ensure that the size and density of pitches/plots are in accordance with best practice guidance;
- xii. incorporate appropriate landscape proposals to have a positive influence on the quality and amenity of the development;
- xiii. ensure that residents living nearby are not unduly affected by noise, disturbance or overlooking; and
- xiv. ensure future occupiers would not be subject to significant adverse environmental impacts.

Any permission granted for a Gypsy and Traveller development will be subject to a condition limiting occupation to Gypsies and Travellers, as appropriate.

## Explanation

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 Growth Deal that has been agreed with the government and is also included as a priority area in the York Economic Strategy (2016) which recognises the need to drive University and research led growth in high value sectors. The site will also facilitate the reconfiguration of the existing Campus 3 site to provide additional on-campus student accommodation helping to reduce the impacts on the private rented sector.

A broadly four sided site which is generally well contained on three 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 and 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 existing Heslington East campus is designed and established to offer significant proportions of journeys by walking, cycling and public transport. Any future proposals must continue this existing provision (including bus services).

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 & Ride link road.

Public transport improvements, as well as pedestrian and cycle connections, between SS13, SS21 and SS22 should be brought forward collaboratively and free of any ransom in order to maximise opportunities to secure non car travel between these three allocations, and with proportionate contributions (or credits) made by each allocation for infrastructure which each require, but that one may deliver ahead of the others.