

STATEMENT OF COMMON GROUND

LAND WEST OF WIGGINTON ROAD – SITE REF. ST14

PHASE 3 HEARINGS

**AS AGREED BETWEEN CITY OF YORK COUNCIL, BARRATT HOMES, AND TW
FIELDS (CLIFTON GATE) LTD**

25th July 2022

INTRODUCTION

1. This Statement of Common Ground (SOCG) has been prepared jointly between City of York Council, Barratt Homes, and TW Fields (Clifton Gate) Ltd (the Developers). The purpose of this SOCG is to inform the Inspectors of areas of agreement and disagreement between the parties in relation to the matters to be heard during the phase three hearings into the submitted draft York Local Plan (Local Plan) [CD001].
2. The topics covered in this SoCG are in relation to the site specific matters for the Phase 3 Hearings and specifically questions 4.13 and 4.14 as set out in the Schedule of Matters, Issues and Questions document (Ref: EX/INS/37c).

BACKGROUND

3. There has been ongoing engagement between the Council and the Developers during the preparation of the Local Plan and evidence base.
4. The Developers have previously made representations to the City of York Council in respect of previous consultation exercises on the Local Plan. Throughout the plan making process these representations have demonstrated that the proposed housing allocation on land West of Wigginton Road (strategic housing site ref: ST14) is suitable for housing development, is available and that residential development is viable and achievable on the site. The site is situated in a suitable and highly sustainable location in respect of connectivity to existing jobs and services at Clifton Moor and within the Main Urban Area of the City, and importantly there are no technical or environmental (built and natural) constraints that would preclude the development of the site. Accordingly, the site is deliverable.
5. In addition to this SoCG the Developers will be submitting specific responses to the Inspector's issues and questions as set out in the Schedule of Matters, Issues and Questions document (Ref: EX/INS/37c).
6. The Local Plan supports a development of 1,348 homes at the site, alongside necessary social infrastructure. The Council's assessment of this allocation (which is the Council's preferred option) found it to be viable and deliverable.
7. Whilst the Developers support the principle of this allocation, they consider that the defined boundary is unsound and support an alternative larger scheme, which they consider to be the most appropriate strategy. In making representations to the Local Plan the Developers have presented potential alternative development options to the Council associated with an expanded new Garden Village of either 1,350 homes, 1,725 homes or 2,200 homes. The final resolution of the precise boundary of the new settlement will be determined following Phase 3 of the examination of the Local Plan.
8. The Developers have made representations regarding ST14 which can be regarded as the areas of disagreement between the Developers and the Council. These are addressed in the detail of the Developers representations.

Policy SS12 Modifications

9. The Council is proposing the following modifications to Policy S12 in order to ensure that the policy is sound and up to date when considered against the Council's latest evidence base documents, with specific reference to the evidence presented in Appendix 2 of the Council's Phase 2 Matter 6 hearing statement (Ref. HS/P2/M6/IR/1b), the updated Infrastructure Requirements Updated Gantt Chart (Doc Ref. EX/CYC/70), and the Phase 2 Infrastructure Note (Doc Ref. EX/CYC/79).

Policy SS12: Land West of Wigginton Road

The development of Land West of Wigginton Road (ST14) supports the Local Plan vision in delivering a sustainable garden village situated to the north of the outer ring road. It will deliver approximately 1,348 dwellings, approximately 1200 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 master planned and be delivered in accordance with the following key principles.

- i. Create 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
- ii. ~~Deliver a sustainable housing mix in accordance with the Council's most up to date Strategic Housing Market Assessment and affordable housing policy.~~
- iii. Create a new local centre incorporating appropriate shops, services and community facilities to meet the needs of future residents.
- iv. Deliver on site, accessible combined nursery and primary education facilities, which meet the needs generated by the development, and are well connected to housing by dedicated pedestrian/ cycleways.
- v. Secure developer contributions for secondary school places as necessary to meet the need for new places generated by the development.
- vi. Ensure provision of new all purpose access roads to the east/south from A1237 Outer Ring Road/Wigginton Road roundabout Clifton Moor Gate and off the Wigginton Road/B1363 (as indicatively shown on the proposals policies map). ~~The internal layout of any future development on the site could be such that it creates discrete sectors, each with a specific access:-~~
- vii. ~~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. The transport and highways impacts of the site individually and cumulatively should be assessed with site's ST7, ST8, ST9, and ST15. and ST35 should be addressed. Where necessary, proportionate mitigation will be required.~~
- viii. ~~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.-~~ Phased development which reflects the delivery of dualling works to the A1237 outer ring road, upgrades and creation of a 4th arm to the Clifton Moor Gate roundabout and pedestrian/cycle underpass to connect Clifton Moor to the site.
- ix. 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. All measures proposed to support public transport use should be identified and agreed as part of a Sustainable Travel Plan which has an overall aim to achieve upwards of 15% of trips by public transport.~~
- x. 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 that provide connectivity to:
 - a. the community, retail and employment facilities immediately to the south, (~~likely to take the form of an overbridge~~); via pedestrian/cycle underpass
 - 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
 - c. existing pedestrian and cycle networks across the city via pedestrian/cycle underpass that will connect Clifton Moor to the site.
- xi. Maintain landscape buffers around the site to prevent coalescence with adjacent settlements and maintain the setting of the city and the village of Skelton.
- xii. ~~Protect and enhance local green assets, trees and hedge lines and enhance existing landscape character. 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.~~
- xiii. ~~Provide open space to the west of the site to minimise the visual proximity of the development areas to Skelton.~~
- xiv. Provide a detailed site wide recreation and open space strategy and demonstrate its application in site masterplanning. Open space provision must satisfy policies GI2a and GI6 and contribute to the visual separation between the site and the village Skelton .

10. The table below confirm matters that are agreed and those that are not agreed with regards the modifications to Policy SS9.

Policy Provision	Developer	CYC
No of Units in the Plan Period	The reference to 1000 homes being delivered within the plan period should be removed as the housing trajectory outlines the timescales for the delivery of homes at the site. The reference to 1000 homes therefore has no real weight in the future decision making process.	Makes clear that delivery is expected to extend beyond the plan period.
I – garden village	It is agreed that no changes are required to this criterion	
II – housing mix	<p>The Masterplan work undertaken by the ST14 developers includes a mix of dwellings that reflects a ‘garden village’ approach to urban design with a predominantly family housing mix with higher densities in key nodal areas. The mix used to construct the Masterplan included a higher proportion (approx. 40%) of 4-bedroom+ sized properties.</p> <p>It is the developers preference to amend the original criteria to provide future guidance in respect of the development providing for a higher proportion of larger family housing to meet the anticipated housing needs and demand of the development. They would therefore wish to retain the following amended criteria within the policy: -</p> <p><u>Deliver a sustainable housing mix, including the potential to deliver a higher proportion of larger family homes (approx. 35-40%), than that identified in the Council’s most up to date Strategic Housing Market Assessment</u></p>	Modification proposed – deletion of this criterion as it is sufficiently dealt with in Policy H3.
III – local centre	It is agreed that no changes are required to this criterion.	
IV – primary education contributions	The policy should state the explicit requirement set out in the Council’s evidence for a 2-form entry. The land-take/viability impacts of a of the delivery of a 3-form entry school has not been factored in to any discussions in respect of the development. The developer has already identified concerns in respect of the proposed allocation boundary being drawn too tightly, and leaving the wording open could potentially exacerbate this issue.	<p>Modification for clarity and effectiveness (and consistency with modified wording in other strategic site policy).</p> <p>The Council accepts that a 2-form entry school has formed the basis of site considerations, but it does not wish to specify the form entry on the basis that pupil yields are subject to change. If planning permission is</p>



	<p>If the school is needed to increase in size in the future, then this could be dealt with under a future Local Plan review. Finally, a site of 1,348 homes would be too small to sustain a 3-form entry school.</p> <p>The developers preferred wording for this criteria is as follows: -</p> <p><u>Deliver on-site combined nursery, and two-form entry primary education facilities, which meets the needs generated by the development, and are well connected to housing by dedicated pedestrian/ cycleways.</u></p>	<p>delayed it may be necessary to reconsider the calculations.</p>
V – secondary education contributions	<p>The proposed modification is agreed</p>	<p>Modification for clarity and effectiveness (and consistency with modified wording in other strategic site policy).</p>
VI – vehicular access	<p>The proposed modification is agreed.</p>	<p>Proposed modification for clarity and effectiveness.</p>
VII – highway impacts	<p>Disagree with the proposed modification.</p> <p>The evidence on potential highway impacts to date has identified the requirement for off-site works related to ST14 and these should be specified in the policy. No other works are outlined in the Infrastructure Requirements evidence base.</p> <p>It is unnecessary to require mitigation related to other sites, particularly ST15. The following wording is therefore preferred: -</p> <p><u>Demonstrate that all transport issues have been addressed, in consultation with the Council as necessary, to ensure sustainable transport provision at the site I achievable.</u></p>	<p>Modification for clarity and effectiveness.</p> <p>It is agreed that the Council's evidence to date identifies the off-site requirements. The criterion will ensure that assessments required to support a planning application are undertaken, with due regard given to other allocated sites. The Council is not seeking to require ST14 to mitigate impacts of other sites, rather that a 'proportionate' approach is applied and that mitigation is only required where there is evidence of need.</p>
VIII – highway works	<p>Disagree with the proposed modification.</p> <p>The trigger points for the delivery of any/all infrastructure requirements would be picked up as part of the planning application. Alternative wording recommended to make clear how the works will be delivered.</p> <p><u>The Council will fund and deliver local capacity upgrades to the outer ring road</u></p>	<p>Modification for clarity and effectiveness and to reflect the off-site highway works required.</p>

	<u>in the vicinity of the site by virtue of the wider dualling works to be undertaken to the A1237 outer ring road, which for this site will include the works needed to deliver a 4th arm to the Clifton Moor roundabout and a pedestrian/cycle underpass to connect Clifton Moor to the ST14 site.</u>	
IX- public transport	The proposed modification is agreed.	Modification for clarity and effectiveness.
X – active travel	The proposed modification is agreed.	Modification for clarity and effectiveness.
XI – landscape buffers	The preference would be to amalgamate XI and XII as follows: -	No modification proposed.
XII – landscape features	<u>Protect and, where appropriate, strengthen existing boundary features that are recognisable and likely to remain permanent. To prevent coalescence with adjacent settlements and maintain the setting of the city and the village of Skelton. 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</u>	Modification to ensure strong green belt boundaries around the site are secured in response to the assessment at EX/CYC/59g.
XIII – open space	Proposed modification is agreed.	To ensure impacts identified in the HRA (2020) as a result of recreational pressure on Strensall Common SAC are mitigated.
Additional criterion	The following is considered necessary to provide clarity for all interested parties at the point of the submission of a planning application on the types of infrastructure/uses that could be delivered outside of the allocation boundary. This is required to ensure the site delivers the number of homes anticipated on the allocation. <u>In order to ensure that each of the above policy criterion can be delivered, infrastructure and features associated with the provision of Sustainable Drainage Systems, Biodiversity Gain, Open Space & Recreational Use, and Landscaping can be delivered within proximity of the site allocation boundary</u>	The Council disagrees that this is necessary to be included in the policy as it would effectively duplicate other policy. These uses are, by definition, not inappropriate within the greenbelt.

Other Areas of Disagreement

- There remain areas of disagreement around the detailed Green Belt boundaries and the quantum of development. However, it is acknowledged that the Phase 3 hearings will address issues in relation to specific parts of the boundaries proposed for the site. All parties are committed to on-going discussions regarding the detailed boundaries of the site allocation.

Endorsement

City of York Council		
<i>Name and Position</i>	<i>Signature</i>	<i>Date</i>
Neil Ferris Corporate Director of Place		25 th July 2022
ST7 Developer Consortium		
<i>Name and Position</i>	<i>Signature</i>	<i>Date</i>
Paul Butler Director PB Planning obo ST14 Developer Consortium		25 th July 2022