

Statement of Common Ground

Phase 3 Hearings

**As agreed between City of York Council and
Langwith Development Partnership and A1 Plant
& Haulage**

July 2022

Introduction

1. This Statement of Common Ground (SoCG) has been prepared jointly between City of York Council (CYC) and LDP and A1 Plant & Haulage. The purpose of this SoCG is to inform the Inspectors of areas of agreement between the three parties in relation to the matters to be heard during the Phase 3 hearings into the submitted draft York Local Plan (Local Plan) [CD001].

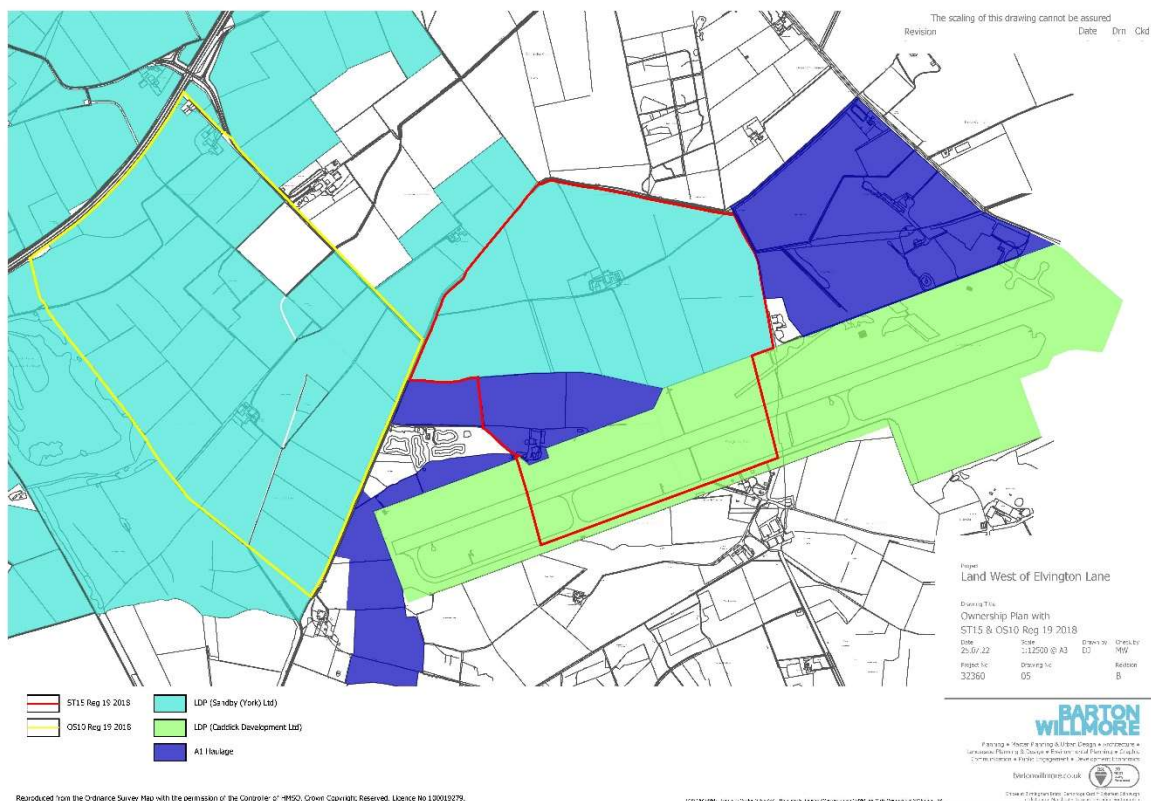
Background

Langwith Development Partnership (LDP)

2. LDP are formed of two parties, Sandby (York) Ltd and Caddick Development Ltd, who are site promoter and master developer on behalf of landowners (i) Halifax Estates and (ii) Elvington Park Limited. Along with the Handley family, the owners of A1 Plant and Haulage (“A1H”) (see below), LDP control land which makes up the proposed Strategic Housing Allocation ST15. LDP also own the significant majority of the nature site designation OS10 (required as biodiversity off setting for ST15), with the remaining small proportion owned by Messrs Bramley. Land to the west of ST15 comprising part of the hard surfaced SINC, and 32.15 ha in extent is also in the ownership of Elvington Park Limited. This is depicted as the majority of Area 5 shown on Peak Ecology’s plan at App 16 of LDP’s phase 3 matter 7 statement.

3. The ownerships are shown on **Plan 1**.

Plan 1



4. LDP, and its constituent partners, have been engaged in the Local Plan process in relation of Strategic Housing Allocation ST15, including participation in the following:

- In September 2016 to the City of York Local Plan – Preferred Sites Consultation (June 2016);
- The later submission of a Site Promotion Document (Quod) in October 2017;
- Representations (in March 2018) to the City of York Local Plan – Publication Draft (February 2018);
- Representations to the York Local Plan Proposed Modifications (June 2019) and associated Background Documents, in July 2019.

- Representations to the York Local Plan Proposed Modifications (May 2021) and associated Background Documents, in July 2021.
5. All parties to this SoCG consider the principle of the Local Plan's spatial strategy to accommodate a new garden village on Land to the West of Elvington Lane is sound. There has been ongoing engagement between CYC and LDP during the preparation of the Local Plan and evidence base.
 6. It has been LDP's view that ST15 had not been proven by CYC to be sound in the evidence initially supporting the Local Plan. The production of further material both by LDP's consultants and CYC in support of ST15 including, amongst other matters, viability work, education infrastructure analysis, biodiversity assessment work, and modelling work identifying inter alia the acceptance as well as the need for a secondary access to the east of ST15 has now led to a change in LDP's previous view. Subject to main modifications to Policy SS13 and further clarification required to satisfy National Highways on the solution to congestion shown west of the A19/A64 Fulford junction interchange in 2025, pre the planned delivery of ST15, all parties now consider ST15 is potentially capable of being delivered viably by the private sector.
 7. LDP and latterly A1H have worked collaboratively and will continue to work with CYC in a bid to satisfy themselves that subject to main modifications to Policy SS13, ST15 is potentially sound.

Mr. Handley (the owners of A1 Plant and Haulage)

8. A1 Plant & Haulage has engaged in the Local Plan process in relation of Strategic Housing Allocation ST15, including participation in the following:
 - Representation from Raymond Barnes (in March 2018) to the City of York Local Plan – Publication Draft (February 2018);

9. A1 Plant & Haulage, LDP and CYC began joint discussions in early 2022. This established A1 Plant & Haulage’s ongoing support for the allocation of ST15 and willingness to engage in joint discussions and collaborate with CYC and LDP regarding ST15.

Garden Village Status

10. On the 27 June 2019, Land West of Elvington Lane was confirmed to be part of MCHLG's (now DLUHC) Garden Communities Programme. Garden communities within this Programme receive a tailored package of Government support that includes resource funding, expert delivery advice from Homes England and cross-government brokerage to resolve barriers to delivery. Grant funding of £75,000 to support the development of ST15 as a garden village was initially awarded to CYC in early 2017 with £150,000 awarded in June 2021. The latest round of funding announced by the Department for Levelling Up, Housing and Communities in May 2022 awarded a further £80,000 to CYC to support ST15.

11. A number of recent meetings have since been held between Homes England and the parties make up the JSWG (ie, CYC, LDP and A1 Haulage), some chaired by Homes England, including those on 4 February, 4 March, 1 April and 29 April 2022, and these will continue post the Hearings into the Local Plan with the objective of working towards the submission of a planning application (or package of applications) by landowners LDP for the development of a new Garden Village.

Site Characteristics

12. The ST15 site extends to approximately 167 hectares, of which approximately 157 hectares is greenfield and approximately 10 hectares is laid to concrete as part of the former runway of Elvington Airfield. Additionally, approximately 3.6 hectares has been proposed to be allocated along the south eastern boundary specifically to deliver a secondary school if required. This is further detailed below.

13. Site OS10 extends to 192 hectares, and with the exception of a small collection of farm buildings is greenfield and put over to agricultural use primarily. A small area of land (2.2 ha) to the south-west of OS10 is proposed to be added to OS10, a further area to the north-west is also identified as being appropriate for inclusion as part of OS10. Both areas are shown on the attached plan.

Areas of Agreement

14. The following matters and issues have been identified as areas on which the parties agree are common ground in light of Matters raised at Stage 2 and in advance of Matter 7 of Phase 3.

Matter 1 of Phase 2 Hearings (May 2022): Strategic Vision, Outcomes and Development Principles

- As an approach, the Heritage Impact Appraisal process has provided a good evaluation of the potential impact the submitted plan might have upon the six principal characteristics of the historic city identified in the Heritage Topic Paper. The use of this evaluation in Sustainability Appraisal (SA) Objective 14 (Heritage Assets) and Objective 15 (Landscape and Setting) is appropriate.

Matter 4 of Phase 2 Hearings (May 2022) – Spatial Strategy and Site Selection Process

- The spatial strategy to develop the pattern of development as identified on the key diagram is considered by all parties to be sound. The Local Plan Spatial Strategy [CD001 as modified by EX/CYC/58] will help to safeguard the size and compact nature of the historic city, the perception of York

being a free-standing historic city set within a rural hinterland, key views towards York from the ring road, and the relationship of the main built-up area of York to its surrounding settlements.

- As part of the strategy for accommodating York’s assessed development needs, there is considerable merit in the provision of new homes in a freestanding garden village on Land to the West of Elvington Lane.

Matter 6 of Phase 2 Hearings (May 2022) – Infrastructure Requirements, Delivery and Development Viability

- All parties to this SoCG have been in discussion on site specific infrastructure, delivery and development viability, and where matters have been agreed, these are to be addressed in separate sections of the SoCG. Additionally, matters of highway infrastructure have been discussed with National Highways and are subject to ongoing work.
- *Matter 7 of Phase 3 Hearings (July 2022) Land West of Elvington Lane.* It is agreed by all parties to this SoCG that the allocation of ST15, and the guiding principles of Policy SS13, subject to main modifications as proposed, will enable it to be found sound.
- While the majority of the proposed modifications are agreed, there remains outstanding disagreement related to two specific aspects of the policy. These are detailed in the ‘Areas of Disagreement’ at paragraph’s 34 – 37.

15. Additionally, revisions to the Policies Map are required for the sake of soundness showing:

- (i) (indicatively) the second access of Elvington Lane;
- (ii) (indicatively) a public transport link between the new A64 junction and the University of York;
- (iii) adjustment to the alignment of the road link between A64 and ST15, whilst showing the indicative access to the A64 (grade separated) in the general location west of Common Lane.
- (iv) (indicative) highway link between Hull Road and Elvington Lane;
- (v) land allocated for a secondary school (adjoining ST15) if on site delivery is required. The site for the school buildings will be outside the Green Belt, whilst the requisite playing fields will be set within the Green Belt;
- (vi) an additional ecology mitigation/enhancement area on the western part of the runway.
- (vii) Minor adjustment to OS10, in the south west corner and the north west.

Delivery

16. It is agreed by all parties that ST15 has the potential to make a meaningful and beneficial contribution to housing delivery during the Plan Period once main modifications to Policy SS13 are in place.

17. CYC's Housing Trajectory, included within EX/CYC/76 Housing Supply Update with a base date of 01 April 2022 shows delivery of 35 units in 2027/2028. That trajectory shows that at least 560 new homes can be

delivered through this allocation during the Plan Period, with a further 1,260 homes over the following five years (up to 2038).

18. Since the publication of EX/CYC/76 discussions on the housing trajectory have continued and LDP consider that a more ambitious delivery trajectory can be achieved. CYC do not propose updating EX/CYC/76 on the basis of these discussions, although they acknowledge the ambition to accelerate delivery. CYC consider Policy SS13 to be sufficiently flexible to accommodate earlier delivery if this proves feasible.
19. LDP have developed an outline of the high-level programme to demonstrate the delivery new homes starting in 2026. This is provided at Appendix 2 of LDP's Matter 7 Statement to Phase 3 Hearings. It is agreed that this is an ambitious timetable which brings forward the delivery of homes one monitoring year earlier than forecast in EX/CYC/76. The programme assumes annual delivery rates at around 60 dwellings per annum (dpa) per outlet. This is higher than the Council's 35dpa baseline assumption. The Council would support this delivery rate while acknowledging its ambitious scale.
20. A very high-level broad concept masterplan has tested and confirmed that the delivery of the planned housing provision (approximately 3,339 homes) and the level of infrastructure to support that scale of development is achievable within ST15, excluding land for the secondary school if required, based on a range of development principles and land budgets. This is provided in Appendix 3 of LDP's Phase 3 Matter 7 Hearing Statement.

Infrastructure

21. It is agreed by all parties that in order to deliver a sustainable Garden Village at ST15, significant infrastructure would be required. The delivery trajectory and costings for this infrastructure are also largely agreed and are tested in the latest technical viability note (EX/CYC/99c).
22. The section below on highways, considers the viability and technical delivery of infrastructure required to make ST15 accessible via the local highway network without any undue impacts.

Highways

23. It is agreed that the delivery of the link road between Elvington Lane and A1079 Hull Road would be beneficial in highway terms, unlocking capacity, improving road safety and removing existing constraints in the vicinity of the local network as it approaches Grimston Bar interchange. It is agreed that this, combined with improvements to the southern leg of Grimston Bar interchange and the provision of a new link road into the site via a new junction from Elvington Lane, would provide a suitable basis on the local road network to accommodate the delivery of around least 1,000 dwellings before the implementation of the new Grade Separated Junction onto A64 is needed.

Sustainable Transport

24. It is agreed that there are significant opportunities for establishing strong walking, cycling and bus-based connections and synergies between ST15 and the University of York campus to the north, and Elvington village and

the Elvington Airfield Business Park to the east. Trips by walking cycling and bus should be attractive given their close proximity and the flat terrain.

25. CYC's initial modelling shows that around 25% of trips from ST15 would terminate at the University of York. Given the short distances between ST15 and the University, a large proportion of these trips could be particularly suitable by walking, cycling or bus modes. It is agreed that the policy aspiration for upwards of 15% of trips from ST15 to be undertaken by bus appears realistic and achievable.

Education

26. It is agreed that there is the need for onsite primary school provision on the site of ST15. Modelling work by CYC indicates two primary schools - a 2FE and a 3FE. However, given the long term delivery of the site, CYC do not consider the policy needs to include the specific primary school provision. This is further detailed in matters of disagreement below. The primary schools should also include nursery provision. The delivery trajectory for this education infrastructure is contained in LDP's trajectory covered in the Appendix 5 of LDP's Matter 7 Hearing Statement and Table 1 of this SOCG.
27. It is agreed that the need for delivery of secondary schooling on site is, uncertain at this stage, given the longevity of the delivery of ST15 and the capacity of the existing secondary school education infrastructure in the City, as well as the projected birth rates and falling school secondary rolls.

28. It is agreed that the most appropriate and sound approach to adequately plan for the possible need for a secondary school would be to allocate an area of land outside (but immediately adjacent to the west of) the ST15 allocation. This will only be developed if a secondary school is required.
29. The viability work by CYC assesses secondary school education provided either on or off site, and a worst case assumption is made for viability reasons.

Viability

30. Further refinement of the viability evidence presented earlier to the Examination of this Plan (EX/HSP2M6IR1B(i)) and bespoke work by CYC and LDP that the delivery of ST15 is ongoing, but it is anticipated that common ground will be reached that shows the delivery of ST15 is demonstrably viable. The latest technical viability note (EX/CYC/99c) tests five scenarios for delivery, all of which show ST15 as viable.

Biodiversity

31. An agreed position on biodiversity is attached at Appendix 2. This shows that a minimum Biodiversity Net Gain (BNG) of 10% can be achieved. It is agreed that the effects on the existing SINC can be more than appropriately addressed through enhanced biodiversity that can be delivered on OS10 and the western part of the runway, or elsewhere in the vicinity of ST15, and the position set out in Appendix 16 of LDP's Matter 7 Hearing Statement is agreed by CYC.

Areas of Disagreement

Policy SS13

32. CYC has proposed modifications to update the policy wording to reflect the Council's Housing Trajectory:

*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 **approximately 3,339 dwellings, of which it is expected that 560** will be delivered within the plan period.*

33. LDP has proposed modifications to update the policy wording to reflect their Housing Trajectory:

*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 3,339 dwellings, of which it is expected that 1040** will be delivered within the plan period.*

34. CYC has proposed a modification to part xi of Policy SS13 relating to education provision. CYC consider this makes it clear delivery is on-site for primary and nursery and provides clear guidance on the approach to secondary provision.

Deliver on-site nursery and primary education facilities which meets the needs generated by the development.

Secondary school facilities should be provided on allocated land identified on the policies map if there is evidence that the need generated by the development justifies this provision. If not, appropriate contributions to off-site provision will be secured.

35. LDP disagrees and has proposed a modification to part xi that provides more specificity on the provision required.

Deliver on-site 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.



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.

36. Initial forecasting by National Highways identifies a need to support the grade separated junction with merge/ diverge lanes between Fulford and Grimston interchanges at a cost of approximately £15million. This is shown in the Council's viability assessment of the site. LDP consider that the need to provide the merge/ diverge lanes remains unproven and this is an area of disagreement between LDP, National Highways and City of York Council.

37. LDP consider the Policy needs strengthening through the inclusion of new text added to 3.64 (as modified in Appendix 1) of the explanatory text as referenced in Appendix 5 to LDP's Phase 3 Matter 7 Hearing Statement. Notably LDP suggest the following wording:

Public transport improvements, as well as pedestrian and cycle connections, between SS13 (ST15), SS21 (ST26) and SS22 (ST27) 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.

Endorsement

City of York Council		
<i>Name and Position</i>	<i>Signature</i>	<i>Date</i>
Neil Ferris Corporate Director of Place		25/7/2022
Langwith Development Partnership		
Sandby (York) Ltd		
<i>Name and Position</i>	<i>Signature</i>	<i>Date</i>
Patrick James (Sandby (York) Ltd)	Patrick James	25/7/2022
Caddick Development Ltd		
<i>Name and Position</i>	<i>Signature</i>	<i>Date</i>
Ian Laight Major Projects Director		25/7/2022
A1 Plant & Haulage		
<i>Name and Position</i>	<i>Signature</i>	<i>Date</i>
Mark Johnson (JohnsonMowatt) OBO A1 Plant and Haulage	Mark Johnson	25/7/2022

Appendix 1 – proposed revised wording from CYC on the Policy

Appendix 2 – Agreed BNG Note

Appendix 1 - CYC Proposed Modifications

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 approximately 3,339 dwellings, ~~around 2,200~~ of which it is expected that 560 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. The site's south-eastern and south-western boundaries are not defined by recognisable or permanent features and 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 and maximise further benefits for biodiversity. ~~Where required~~ Compensatory measures 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, on the compensatory habitat of OS10 as provided for in Policy G16 and on the western part of the existing runway shown on the policies map.
- vi. Securing a minimum of 10% 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 ~~5 years~~ prior to ~~pre-~~ commencement of any development. They must be supported by a long term management plan (30 year minimum), and be retained and monitored in perpetuity.
- ix. Protect the character, setting and enjoyment of Minster Way, otherwise referred to as Langwith Stray, within ST15.
- x. 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. 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.
- ~~xi. 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 which meets 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 should be provided on allocated land identified on the policies map if there is evidence that the need generated by the development justifies this provision. If not, appropriate contributions to off-site provision will be secured.
- xii. 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 individually and cumulatively with sites ST7, ST8, ST9, ST14, ST26, ST27 ST35 and ST36 should be assessed. Where necessary, proportionate mitigation will be required.
- xiii. Ensure phased 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.

- ~~xivii 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 to Heslington village along these routes to ensure the setting of Heslington village is maintained.~~

Create cycle and pedestrian routes along Common Lane/Long Lane/Langwith Stray from ST15 to Heslington, ensuring no vehicular access from 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.

~~xviXv Provide dedicated secure access for existing 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.~~

Ensure that existing vehicular access arrangements to connect premises along Common Lane/Long Lane to Heslington are retained and not altered as part of the wider ST15 access arrangements.

- xv. Deliver high quality, frequent and accessible public transport services through the whole site which provide links to and between the on-site local centre and 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 measures proposed to support public transport use should be identified and agreed as part of a Sustainable Transport Strategy, with the overall aim to achieve will enable upwards of 15% 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. 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. 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 can accommodate around 1,000 units (approximately 30% of final development at 3,339 units).

Public transport improvements, as well as pedestrian and cycle connections, between ST15, ST26 and ST27 should be considered in order to maximise opportunities to secure non car travel between these three sites.

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 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 over issues on the Strategic Road Network, with regard to the new grade separated junction and any management/mitigation required on the A64. CYC will work with National Highways to address identified issues at 2025 at Fulford Road junction.

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. Equally, detailed analysis ~~would~~ will be required to confirm that sustainable travel options (to avoid the site being heavily car dependent) ~~were~~ are realistic and financially sound. The site will require high frequency public transport services based on the ~~overall~~ minimum 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 proposals~~ 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 ~~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.