

Site Selection Technical Paper (June 2013)

Annex 11 - Sites over 100ha

Site 698	ST14	Land North of Clifton Moor	134ha	<p><u>Highways</u></p> <p>The site is adjacent to the A1237 and within close proximity to major employment, retail and leisure facilities at Clifton Moor with the potential to walk or cycle between them. This section of the A1237 is one of the most congested parts of the northern outer ring road between its junction with the B13663 and its junction with Clifton Moor Gate. The A19, Moor Lane and the B1363 (Wigginton Road) are situated to the west, north and east of the site, respectively, but are not immediately adjacent to it. New access roads could be provided into the site off all of these routes (if land is secured) and the internal layout of any future development on the site could be such that it creates discrete sectors, each with a specific access onto one of these. However, the size of the site is likely to generate significant levels of traffic, particularly on the A1237, and access via Moor Lane could increase traffic through Skelton.</p> <p>The likely increase in traffic on the A1237 will require significant capacity enhancements to be made to it, including junctions. A detailed Transport Assessment would be required to model the predicted traffic implications and assess the impacts on the surrounding highway network. This would inform the level of improvements required for the A1237 and the rest of the surrounding highway network. It is anticipated that the scale of future development will be such that it will be viable for the development to provide these improvements.</p> <p>In addition, the site will need to provide measures to encourage greater use of public transport and provide links to existing pedestrian and cycling networks to minimise traffic generated by it. A travel plan will be required to set out how this will be achieved. Potential access issues but the size of the site should make it viable to provide required transport mitigation measures. Could have negative impact on congestion on the Outer ring road and would need improvements to the outer ring road.</p> <p><u>Design and Conservation</u></p>	Allocated for Residential (incl. Local centres)
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			<p>The site borders a SINCS site. 'Clifton Airfield' is a site of local nature conservation interest. Significant buffering would be required to ensure the integrity of this nature conservation site. This could be incorporated into the Green Infrastructure scheme on site enabling an overall positive outcome towards this objective.</p> <p>A further understanding through an ecology survey would be required to survey for Great Crested Newts and ground nesting birds. This should not preclude the development however.</p> <p>It is known that the site is within close proximity to an iron age settlement and therefore, the area is of significant archaeological interest. An extensive archaeological assessment of the area would need to be undertaken.</p> <p>It is important to ensure that the Skelton's village setting is not adversely effected by development close to its existing settlement boundary. Currently, the area east of the village is not included within the Greenbelt Historic Character and Setting Appraisal. In order to ensure no adverse impacts on the setting of the village, this should be amended to reflect this to create a green wedge either side of the proposed development.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to fully understand how the development will impact the city.</p> <p><u>Access to Services</u></p> <p>The development would need to provide for the social infrastructure requirements of the new community through provision of local facilities and services in a planned and phased manner. The site would also need to provide new public open space proportionate to its size and to meet deficiencies identified in the Open Space Study. There are number of leisure</p>	
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			<p>opportunities to the south of the site at Clifton Moor retail park. Good connectivity via pedestrian and cycle access should be incorporated to maximise access to these services.</p> <p>Whilst employment is not the key land use for this site, the scale of the development would require a local centre offering services and facilities, which would provide opportunities for a small numbers of local jobs. Jobs would also be generated through the construction of the site in the short to medium term. Subject to provision of sustainable pedestrian and cycle routes to the Clifton Moor Centre this would provide access to a range of local employment opportunities for the new residents.</p> <p>The ring-road effectively segregates this site from the existing facilities and residential areas within Clifton Moor making it a significant barrier to social cohesion as an urban extension. Whilst the buffer to the ring road may have some positive impacts, it makes the site a stand alone settlement and would need to incorporate enough community facilities to function independently to the existing urban area. This could be addressed if an adequate crossing of the ring road was proposed as part of any development on this site.</p> <p><u>Air Quality</u></p> <p>There are no AQMAs within proximity of this site and no immediate AQ issues although potential for knock on traffic implications elsewhere in the city. New relevant locations may be introduced along outer ring road, presenting new opportunities for exposure if the site is not carefully designed. The site would require full AQ and traffic assessment.</p> <p><u>Noise</u></p> <p>Noise from the A1237 would need to fully assessed and mitigated fully through appropriate design and landscape buffering. A full noise assessment would be required.</p> <p><u>Contamination</u></p>	
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				<p>No particular concerns regarding land contamination at this site</p> <p><u>Flooding and Drainage</u></p> <p>The site is not located within a high flood risk zone. Some drainage issues. A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>Retail</u></p> <p>Should the provision of a large strategic site be brought forward a local centre should be identified to meet the everyday needs of the residents along with the provision of community facilities required. The exact scale of the facilities should be defined through the masterplan for the Site, the overall scale of the Site and the impact upon the surrounding facilities.</p>	
Site 727	ST15	Whinthorpe New Settlement	186ha	<p><u>Highways</u></p> <p>This site, to provide a potential new settlement to the south-east of York, is broadly bounded by the A64 (to the north-west), the A19 (approximately 800m to the south-west), Elvington Lane (800-1200m to the north-east) and Langwath Stray/Elvington Airfield (to the south-east), but it does not have any direct access onto these, except for Langwath Stray which leads to Heslington via Long Lane and Common Lane. The distance from the vast majority of</p>	Allocated for residential (incl. Local centre)

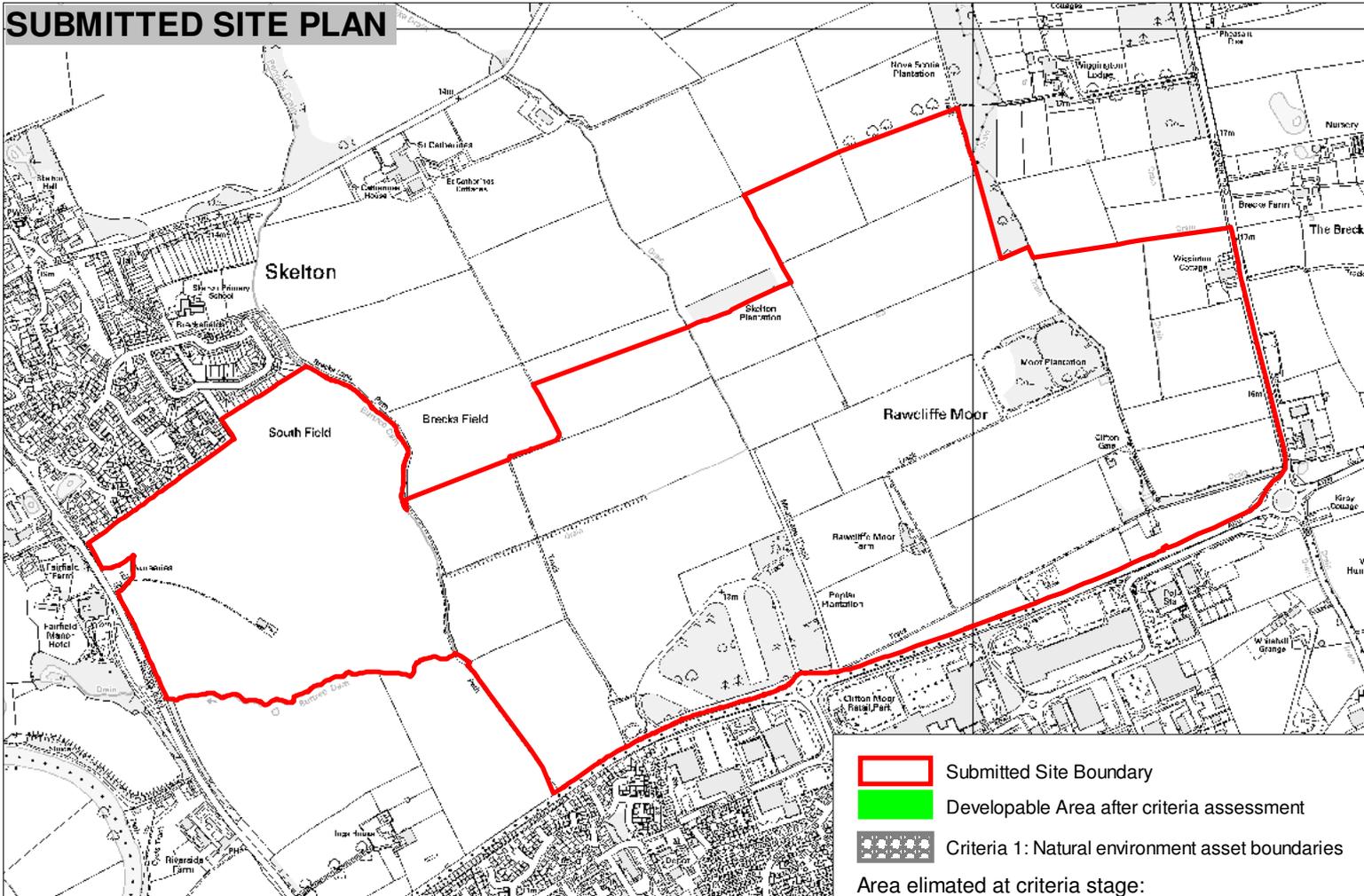
			<p>the site to any existing bus services is more than 400m and the site is considerably more than 400m from any local services or facilities.</p> <p>Langwith Stray/Long Lane/Common Lane are very lightly trafficked roads, and could provide a pleasant cycle route from the site to Heslington. There are also several bridleways (e.g. Fordlands Road/ Forest Lane) running through or near the site that might be suitable for use as cycle routes. It is essential to secure public transport access to and within the site. Providing a south-west to north-east public transport route through the site could reach a large market and ensure that all parts of the site are within 400m of a public transport route. Such a route may also be commercially attractive. The site will need to provide sustainable transport links to existing pedestrian and cycle networks and have a suitable internal layout to maximise walking and cycling permeability. A high quality cycle route into the city centre via Langwith Stray/Long Lane/Common Lane and onward routes from Heslington could be provided and use could be made of the 'Solar System' route (part of the NCN Route 65 and the Trans Pennine Trail). Improvements to cycle facilities on the A19 could also be made.</p> <p>Access off the A64 could be achieved either through the construction of a new junction, or via a new link (or links) to existing junctions with the A19 or the A1079 (both of which are likely to need significant upgrading). Access could also be provided off the A19 and Elvington Lane, but the connection to Elvington Lane will require land to be secured for the construction of a new link road. A detailed Transport Assessment will be required to model the predicted traffic implications and assess what impacts would be generated on the surrounding highway network. A Travel Plan will also be required to minimise motor vehicle trip generation but adequate transport links will need to be put in place to make such measures effective.</p> <p><u>Design and Conservation</u></p> <p>The site would need appropriate landscape setting and green space buffer to A64.</p>	
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			<p>Currently the site contains no nature conservation designations but it does connect with a local green infrastructure corridor and borders two SINC sites and a SSSI. The site borders the SSSI 'Heslington Tilmire' designated for its habitats of Tall Herb Fen and Marsh Grassland. Furthermore, the Tilmire and adjacent Golf course are both designated SINCs. The golf course is designated for its semi-natural neutral and acidic grassland, heathland, scrub and woodland habitats. Significant buffering would be required to ensure the integrity of these nature conservation sites. Elements of these designations could be incorporated into the Green Infrastructure scheme on site.</p> <p>There are no designated heritage assets in this location.</p> <p>The creation of a new stand alone settlement reinforces the settlement pattern of smaller settlements around York's main urban area. The site is bordered by areas important to the landscape and setting of the city overall, the integrity of which would need to be preserved and complimented. It is difficult at this stage to anticipate the impacts on this. The new settlement's connectivity with the existing urban and rural landscape will be exceptionally important and would need to be explored through the masterplanning stage.</p> <p>The design of the site would need to reflect the principles within the Heritage Topic Paper to ensure that the development reflects the context of the wider city and creates a locally distinctive place with definite character. It would be recommended that alongside the masterplanning process, a heritage impact assessment is undertaken to understand how the development will impact the city.</p> <p><u>Retail</u></p> <p>Should the provision of a large strategic site be brought forward a local centre should be identified to meet the everyday needs of the residents along with the provision of community facilities required. The exact scale of the facilities should be defined through the masterplan for the Site, the overall scale of the Site and the impact upon the surrounding</p>	
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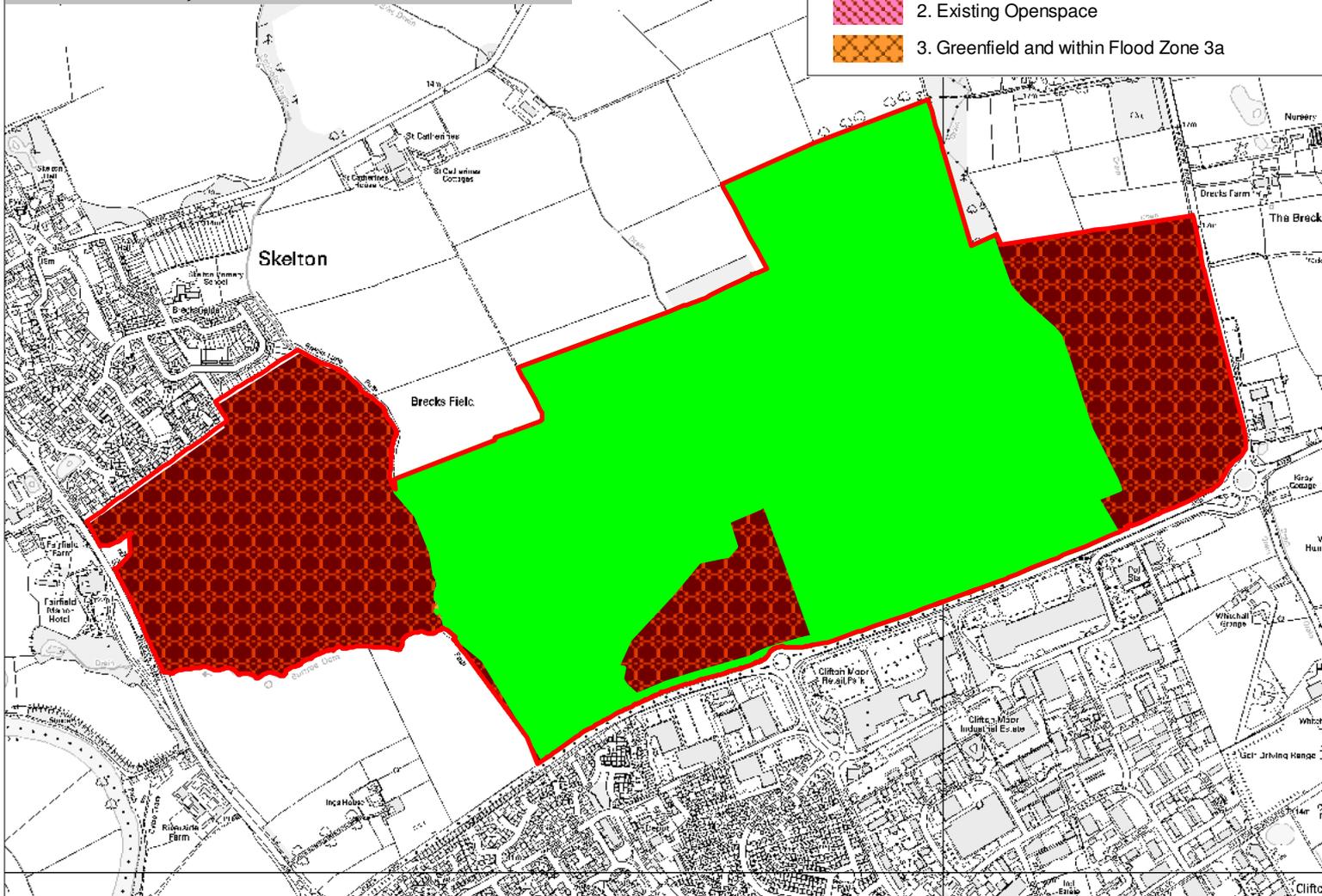
			<p>facilities.</p> <p><u>Employment</u></p> <p>Please refer to Deloitte assessment of employment sites in Annex 16 and 17</p> <p><u>Air Quality</u></p> <p>There are no AQMAs within proximity of this site and no immediate AQ issues although potential for knock on traffic implications elsewhere in the city. New relevant locations may be introduced along outer ring road, presenting new opportunities for exposure if the site is not carefully designed.</p> <p>The site should mitigate using the citywide low emissions policy with the incorporation of low emissions technologies and promotion of sustainable travel.</p> <p><u>Flooding and Drainage</u></p> <p>The total site area for the development is 217ha. Within this there are areas of flood zone 2 and flood zone 3a.</p> <p>In total the area covered by flood zone 3a covers 31ha of the site. This area has been totally excluded from the calculation undertaken on the site to calculate the estimated yield. This reduces the site area to 186ha. This area could be used for open space and for the landscape setting of the site.</p> <p>In addition to completely removing the 31ha that falls within flood zone 3a from the site calculation we have then applied a 60/40 calculation for the developable area to the remaining 186ha meaning that a further 40% of the 186ha (74.4ha), in addition to the 31ha already removed as being within flood zone 3a would be for the provision of open space, community facilities and infrastructure (105.4ha in total).</p>	
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			<p>In line with the relevant sections of NPPF in addition to local policy guidance on Flood Risk Management set out in the Strategic Flood Risk Assessment (SFRA, 2011) and within Section 19 of the Draft Local Plan (Policy FR1: Flood Risk), land that falls within Flood Zone 3a can be used for 'less vulnerable' uses which includes buildings used for shops, financial, professional and other services, offices and some non-residential institutions along with 'water compatible development' including amenity open space, nature conservation and biodiversity areas, outdoor sports and recreation and essential facilities such as changing rooms. In the case of this development we have excluded the 31ha of land that falls within flood zone 3a from the developable area of the site and as such it would form an additional area of land to be used for open space purposes.</p> <p>Within the site there is also an area that falls within flood zone 2 (32ha). In line with NPPF, the SFRA and Policy FR1 of the Draft Local Plan all development types set out in the Flood Risk Vulnerability Classification (Table 19.1 of the Draft Local Plan) including residential dwellings are acceptable in zone 2 area except those classed as 'highly vulnerable' such as police and ambulance stations and basement dwellings. In the case of this development the 32ha of land that falls within flood zone 2 would not be required to be used for residential dwellings as the net developable area of the site has been calculated using a 60/40 ratio leaving 74ha of land to be used for open space, infrastructure and community facilities.</p> <p>A flood risk assessment (FRA) will be required in line with policy FR1 of the Plan.</p> <p>New development will be expected to incorporate Sustainable Drainage Systems (SDS) in line with policy FR2 and will not be permitted to allow outflow from ground water and/or land drainage to enter public sewers in line with policy FR3.</p>	
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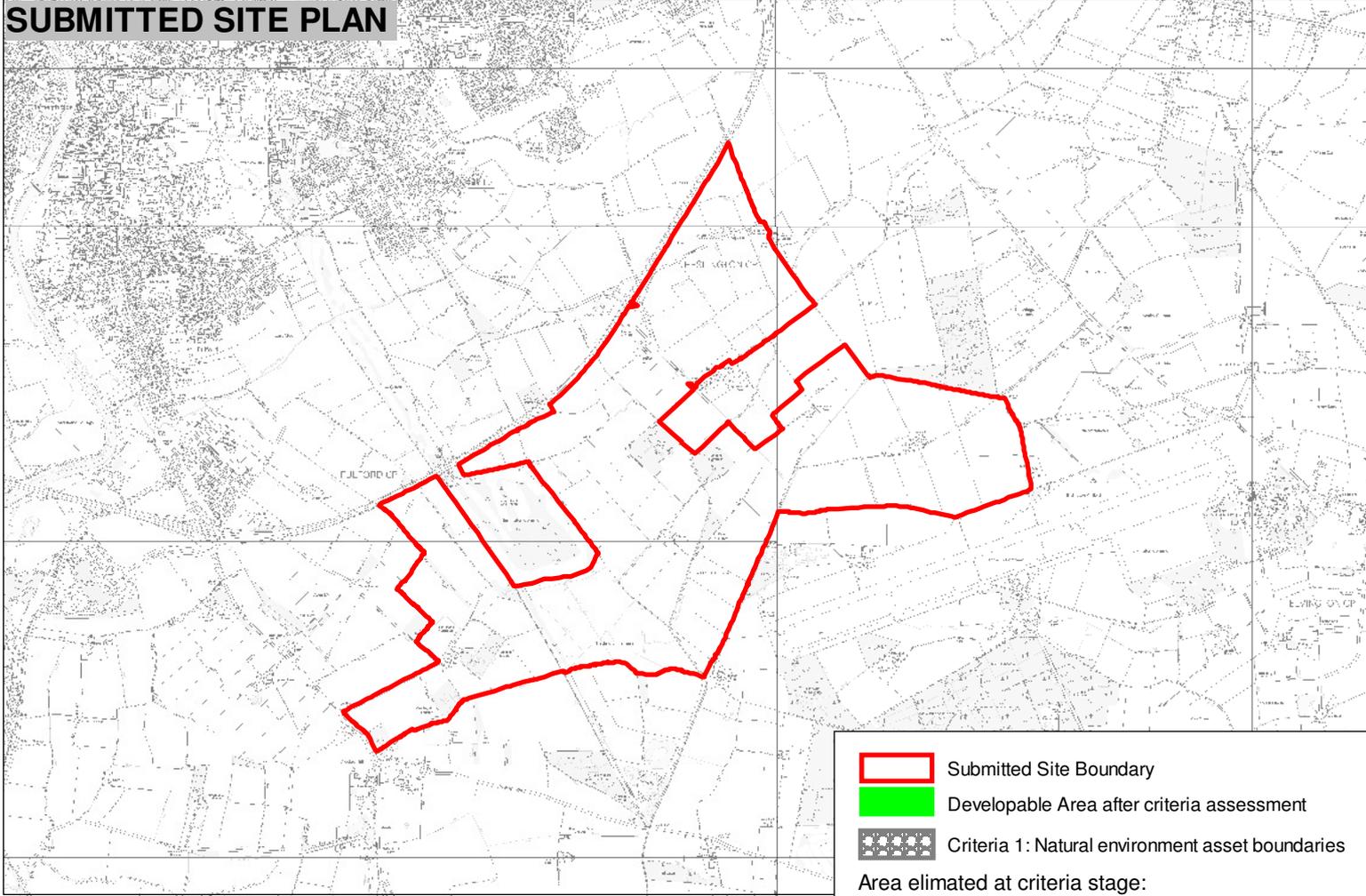
SUBMITTED SITE PLAN



CRITERIA 1, 2 AND 3 ASSESSMENT



SUBMITTED SITE PLAN



-  Submitted Site Boundary
 -  Developable Area after criteria assessment
 -  Criteria 1: Natural environment asset boundaries
- Area eliminated at criteria stage:
-  1. Natural Environment Assets
 -  2. Existing Openspace
 -  3. Greenfield and within Flood Zone 3a

CRITERIA 1, 2 AND 3 ASSESSMENT

