

CITY OF YORK LOCAL PLAN

PHASE 3 HEARINGS

MATTER 4: STRATEGIC SITES (ST4 and ST36)

STATEMENT BY FULFORD PARISH COUNCIL

JULY 2022

Q4.4 Is the allocation and associated Policy SS8 relating to ST4 soundly based?

- 1 FPC considers that the housing allocation should be deleted. It would result in further incremental urbanisation of the south-east quadrant of the city which is damaging its character. Existing developments underway include University Campus East and the Germany Beck development (655 dwellings). The Local Plan is now proposing further major developments including ST15 (3339 dwellings), ST36 (769 dwellings) and ST27 (University expansion).
- 2 The site was once part of a much larger area of open land and Green Belt extending from Hull Road to the A64. The University Campus East was allowed to be developed in this area under very special circumstances because of its national and regional importance for education. Despite this, the presence of the University is now being used to justify further development of open land in this area including ST4, ignoring that this site was shown as part of a protected green buffer area by the Heslington East Masterplan when it was approved by the Secretary of State in 2006.
- 3 FPC considers that the site of ST4 should be kept permanently open. It forms part of a wider buffer of open land between Campus East, Hull Road and the A64. The site includes public footpaths, agricultural fields and large areas of recent woodland planting. Its loss as open land would significantly damage the performance of the buffer and detract from the open character of this important approach to the city. In particular the site forms part of Kimberlow Hill (York Moraine) which is a very important landscape feature and is of significance in the history of York. There are important views over the city from the hill, including of the Minster, which would be lost or severely restricted by its development for housing.

- 4 The Heritage Impact Assessment (September 2017) provides support for the harm which would be caused by the proposal:

“Kimberlow Hill currently provides 360 degree views towards the historic core and the Minster and outwards across the rural landscape of the Wolds and the Vale.”

- 5 FPC considers that the site should remain as an open landscape buffer for Campus East as per the original Heslington East Masterplan. However if it is to be developed it should be for university purposes as it is less harmful than ST27. The site is not required to meet the housing requirement of the Local Plan.

Q4.21: Is the allocation and associated Policy SS20 relating to ST36 soundly based?

- 6 FPC objected to the allocation of ST36 for housing on the basis that it was unlikely to come forward in the plan period. However we understand that the MoD now intends to close the barracks earlier than previously said.

- 7 FPC accepts that the site is suitable in principle for housing development as and when the barracks are closed subject to traffic and other environmental considerations being resolved. However the site is also suitable for other uses. It is very close to the UoY Campus West and would constitute a very appropriate site for university expansion if needed. ST36 is not required to meet the identified housing requirement in the plan period.

- 8 Whatever form of development occurs, Policy SS’0 should be strengthened so that it achieves the requirements of the NPPF, including to provide safeguards for the local communities most severely affected, including Fulford. In particular:

1. That all transport issues have been resolved and not just “*addressed*.” The NPPF paragraph 32 test should be applied so that the residual cumulative impacts on the surrounding highway networks are not severe.
2. Criteria iii), iv) and v) should be strengthened so that significant features of the site’s historic environment are retained and enhanced. The barracks are an important feature in Fulford’s townscape, including many of its buildings, features, open spaces and trees.
3. A new criterion should be added which would ensure that the environmental impacts associated with the traffic generation of the proposal are fully addressed

and mitigated, including traffic noise and air quality. This could be worded as follows:

Mitigate fully the environmental impacts of traffic generation upon the local highway network, including traffic noise and air pollution.

Contrary to NPPF and PPG, there is no reference within the policy to mitigating these potentially significant impacts, especially on the vulnerable A18 Corridor.