



City of York Council
Local Plan Examination

Matter 4
Strategic Sites

July 2022



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MATTER 4: STRATEGIC SITES

Q4.17 Is the allocation and associated Policy SS16 relating to ST31 soundly based?

1.1.1 Land South of Tadcaster Road, Copmanthorpe (site ref: ST31) is within the sole ownership of our client, and its allocation is supported.

1.1.2 The Council's site selection process for the housing allocations (including ST31) is considered to have been comprehensive and robust. It has been informed by consultation responses from the public and stakeholders, relevant technical and planning evidence, and logical criteria that are consistent with the Sustainability Appraisal objectives.

1.1.3 In respect of ST31, the site allocation is located adjacent to the existing built form of Copmanthorpe. A suitable and sustainable location for residential development, Copmanthorpe has a range of services and facilities and good access to public transport. It is important that provision be made for growth in Copmanthorpe over the forthcoming Plan period to ensure the continued vitality and viability of the village. This approach is supported by paragraph 55 of the National Planning Policy Framework (NPPF).

1.1.4 As set out below, there are no technical or other constraints that would prevent the site from being brought forward for residential development. The site can be observed as falling within the general extent of York's Green Belt; however, the site itself does not perform a Green Belt function when considered in the context of paragraph 80 of the NPPF. It would fulfil a weak role within the defined York Green Belt and, as such, should not be kept permanently open from development.

1.1.5 The site is deliverable and developable within a five year period, with an outline planning application (18/00680/OUTM) for up to 158 dwellings due to be presented to the Council's planning committee with a positive officer recommendation for approval on 11th July 2022. The application is accompanied by a suite of planning application documentation, which confirms that there are no technical, environmental or ecological constraints that would prevent the development of the site. The

submitted Landscape and Visual Impact Assessment (LVIA) also demonstrates that the site is visually contained by surrounding physical and landscape features and can accommodate development with little detriment to the character of the adjoining townscape or the wider countryside.

1.1.6 Gladman's application proposals for the site have enjoyed local support and the site is partly allocated for residential development in the emerging Copmanthorpe Neighbourhood Plan. Inclusion of the site within the York Local Plan would solidify its status as an allocation and validate the wishes of the Neighbourhood Plan Steering Group to see the site brought forward for development and further residential development delivered in Copmanthorpe.

1.1.7 Overall, it is considered that the allocation of site ST31 is soundly based.

1.1.8 Regarding whether the allocation policy is soundly based, the basic requirement of Policy SS16 is for development to comply with the policies of the Plan and for the site to be master planned and delivered in accordance with a series of key principles. These key principles, alongside the policies of the Plan more widely, provide a framework for guiding the design and delivery of development on the site.

1.1.9 In principle, Policy SS16 is soundly based and is reflective of the core planning principle of delivering sustainable development.

Q4.18 Are the Green Belt boundaries of ST31 site reasonably derived?

1.1.10 Gladman consider the Green Belt boundaries of ST31 to be reasonably derived.

1.1.11 The Plan seeks to define the boundaries of the York Green Belt for the first time. Paragraphs 84 and 85 of the NPPF provide guidance for defining these boundaries and set out tests to determine what land should be included in the Green Belt.

1.1.12 The NPPF states that Green Belt boundaries need to be defined clearly along physical features that are permanent and readily recognisable. The proposed Green Belt boundaries of ST31 would create a more rational Green Belt boundary in this location. The proposed Green Belt boundaries of ST31 follow clearly defined physical features (including the A64 to the north and the East Coast Main Line to the south) and would be a continuation of the existing Green Belt boundary in this location. It is considered

that the proposed Green Belt boundaries of S31 would create a more recognisable and permanent Green Belt boundary to the north east of Copmanthorpe in accordance with paragraph 85 of the NPPF.

1.1.13 As the Inspectors will observe when visiting the site, ST31 is well contained by the existing urban form of Copmanthorpe and the surrounding transport infrastructure. As set out below, ST31, when assessed against the five purposes of the Green Belt set out in paragraph 80 of the NPPF, does not fulfil a strong Green Belt function:

- 1) To check the unrestricted sprawl of large built-up areas – the site is well-contained by residential properties, the East Coast Main Line, and Tadcaster Road (A64(T)) dual carriageway. It is not required to prevent the sprawl of Copmanthorpe, which in itself does not constitute a large built-up area, or York; indeed, the site being surrounded by key transport corridors ensures the permanence of these Green Belt boundaries and will prevent any sprawl of the village in this direction while allowing sustainable development of the village.
- 2) To prevent neighbouring towns from merging into one another – site ST31 does not perform this function. The East Coast Main Line contains the south eastern edge of Copmanthorpe and the site. Notwithstanding that Bishopthorpe and Copmanthorpe are not towns, there is therefore no risk of coalescence with Bishopthorpe by not including ST31 within the Green Belt.
- 3) To assist in safeguarding the countryside from encroachment – the site, although in agricultural use, is contained by settlement and transport infrastructure. As a result it is not considered to be a tranquil or open area of countryside;
- 4) To preserve the setting and special character of historic towns – the site context is dominated by modern housing development and transport infrastructure and does not form part of the setting of the historic core of Copmanthorpe nor does it contribute to the historic setting of York. Development of the site would retain the current settlement pattern that is contained by the East Coast Main Line and the A64(T). This position is supported by the LVIA submitted as part of Gladman's pending outline planning application on the site; and,

5) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land – this is a greenfield site; however, development of the site could relieve development pressure from more sensitive rural fringe and Green Belt locations and it would provide opportunities for local affordable housing provision.

1.1.14 In summary, the proposed new Green Belt boundaries for ST31 follows permanent features which provide a robust development edge to the built-up area of Copmanthorpe and, as such, the boundaries are considered to be reasonably derived.