

COMMITTEE REPORT

Date: 17 February 2011 **Ward:** Heslington
Team: Major and Commercial **Parish:** Heslington Parish Council
Team

Reference: 10/02696/REMM
Application at: Proposed University Campus Lying Between Field Lane And Low Lane A64 Trunk Road And Hull Road York
For: Construction of Northern Service Road (East), sections of the Movement Spine (East) and Hull Road Link Road (South) with associated pedestrian and cycle routes
By: University Of York
Application Type: Major Reserved Matters Application (13w)
Target Date: 1 March 2011
Recommendation: Approve

1.0 PROPOSAL

1.1 This is a reserved matters application pursuant to the outline consent for the Heslington East campus (04/01700/OUT). In essence the proposal would mainly provide a new section of road to link Hull Road at the Grimston Bar Park and Ride site with the recently-constructed bus interchange near Field Lane. The road would be 2-way, 6m-wide and would be the principal route for service access to the new campus. The road's design construction would replicate the recently-constructed Western Access into the campus from Deans Acre. The proposal comprises six main elements:

(1) Construction of the Hull Road Link Road into the campus, ie between Hull Road at the entrance to Grimston Bar Park and Ride site and the eastern end of the allocated area. The alignment up to the allocated area was approved in 2007 as part of the outline consent for the campus. Consent is now sought for the construction details of the proposed access and the addition of a 3m-wide pedestrian/cycleway along the link's western side. A new roundabout would be provided inside the allocated area to connect with the Movement Spine. A new three-arm roundabout would be formed where the current access road turns into the Grimston Bar Park and Ride site.

(2) A new section of the Northern Service Road along the north side of the campus. At present the service road only extends eastwards from the western end of the allocated area to the bus interchange. The new section would extend eastwards from the interchange to connect with the proposed Hull Road Link Road. The Northern Service Road across the campus would thus be complete. The new section would provide access to clusters 2 and 3 of the campus. Use of the road would be limited to service vehicles, emergency vehicles, disabled users and permit holders. Access barriers would be located at both ends of the road to control vehicle movements along it. The location and method of operation of these barriers should be conditioned as part of any approval.

(3) A new short section of the Movement Spine at its eastern end to provide vehicular access to the sports village. It would connect with the Northern Service Road at a new roundabout. A temporary turning head would be formed outside the main frontage of the swimming pool building to allow coaches to drop off customers and then return to Hull Road. Barriers would be installed at the southern limit of the new section of movement spine to prevent unauthorised access.

(4) A 3m-wide, temporary, pedestrian/cycleway linking Cluster 2 with the Hull Road Link Road and the Sports Village. The route would be in operation until the existing western section of the Pedestrian/Cycle Ribbon has been extended to the eastern end of the campus. The route would be separated from the road by a 1.5m-wide grass verge. At the western end the footpath/cycleway would connect to the Pedestrian/Cycle Ribbon running through the centre of the campus.

(5) A permanent, recreational, pedestrian/cycle path linking the approved recreational route along the southern slope of Kimberlow Hill with the Northern Service Road.

(6) Various temporary and permanent drainage swales to drain Cluster 2 and the infrastructure for which consent is currently being sought. The swales would terminate at the lake within the campus.

2.0 POLICY CONTEXT

2.1 Development Plan Allocation:

City Boundary York City Boundary 0001

DC Area Teams East Area (1) 0003

2.2 Policies:

CYGP1
Design

CYGP9
Landscaping

CGP15A
Development and Flood Risk

CYED9
University of York New Campus

CYGP4A
Sustainability

3.0 CONSULTATIONS

3.1 INTERNAL

Environment, Conservation, Sustainable Development (Landscape) - No objections. Much of the landscape setting for the proposals is outside the application site but will form part the future reserved matters applications. In the meantime the land should be seeded to provide a satisfactory appearance.

Structures and Drainage - No objections.

Highway Network Management - No objections, subject to conditions being attached.

3.2 EXTERNAL

Ouse & Derwent Internal Drainage Board - No objection as long as the proposals do not compromise the agreed drainage scheme for the campus.

Heslington Forum including Heslington Parish Council - The council's community planning officers notified forum members of the application on 13 December 2010 and invited comments on the proposals. No formal representations have been made by forum organisations.

Public Consultation - The consultation period expired on 25 January 2010. No response has been received.

4.0 APPRAISAL

4.1 KEY ISSUES

- Principle of the proposed works
- Movement and access
- Landscaping
- Drainage
- Cumulative development

THE APPLICATION SITE

4.2 The site comprises 12.93ha of undeveloped formerly-agricultural land at the eastern end of the new Heslington East campus. It slopes down gently from north to south.

POLICY CONTEXT

4.3 Development Control Local Plan Policy GP1 - Development proposals will be expected to respect or enhance the local environment and be of a density, layout, scale, mass and design that is compatible with neighbouring buildings, spaces and vegetation.

4.4 GP4a - Proposals for all development should have regard to the principles of sustainable development.

4.5 GP9 - Where appropriate, development proposals should incorporate a suitable landscaping scheme that is an integral part of the proposals; includes an appropriate range of species, reflects the character of the area; enhances the attractiveness of key transport corridors; and includes a planting specification where appropriate.

4.6 GP15a - Developers should ensure that the site can be developed, serviced and occupied safely and that discharges from new development should not exceed the capacity of existing/proposed sewers and watercourses.

4.7 ED9 - The scale, layout and design of the new campus at Heslington East should have regard to, inter alia, a comprehensive landscape scheme including publicly accessible public open space and a comprehensive network of pedestrian/cycle routes between campuses.

PRINCIPLE OF THE PROPOSED WORKS

4.8 The principle of the use of the site as part of a campus was accepted when the Secretary of State granted outline consent in 2007. The Eastern Access, Northern Service Road, Pedestrian/Cycle Ribbon and Movement Spine are fundamental components of the new campus as approved. The proposal accords with local plan policy ED9 for the development of Heslington East and the approved masterplan for the campus. The principle of the proposed use is therefore acceptable.

MOVEMENT AND ACCESS

4.9 At present the only access into the campus is via the Western Access at Deans Acre and the Field Lane Roundabout. However, the long-term intention of the campus has been for Grimston bar to be the main access point. The works are now required in order to provide access (including construction access) to the proposed swimming pool and the approved energy centre. The highway works, which include construction details of external lighting, footways and cycleways, are acceptable.

4.10 The University accepts that new signalled crossing points would need to be formed over both carriageways on Hull Road and the Park and Ride exit lane so that pedestrians and cyclists can safely cross to the Sports Village from residential areas to the north of Hull Road and from the city centre. Such works would lie within the adopted highway and would be undertaken as part of a section 278 agreement between the University and the highway authority. Costs associated with the design, construction and site supervision of these facilities would be met by the University. The crossing facilities would ultimately be superseded by a full signalisation scheme for the Hull Road-Grimston Bar access road junction as and when traffic generated by future developments on the campus exceed the highway network's current capacity in that area.

ENVIRONMENTAL PROTECTION

4.11 The proposal is unlikely to have a material impact on existing residential dwellings. Nevertheless, Condition 21 of the outline consent restricts the permitted

levels of construction noise to minimise the impact on adjacent residents. Moreover, the university would be bound by the approved construction impact management plan for the campus.

LANDSCAPING

4.12 The landscape setting for the proposals is outside the application site but would form part of the reserved matters applications for future phases of the campus. In the meantime the land should be seeded to provide a satisfactory appearance. Discussions between officers and the University are ongoing. Members will be updated at the meeting.

DRAINAGE

4.13 Surface water from the new campus is drained by gravity to the recently-constructed lake along the southern side of the campus. The water is stored in the lake and released at agricultural rates into local watercourses. The current application includes the creation of various permanent and temporary swales to drain the proposed highway works and adjacent development sites. The temporary swales will be superseded by permanent drainage measures as future phases of the campus are developed. The council's drainage officers are satisfied with the proposals as submitted.

CUMULATIVE DEVELOPMENT

4.14 Condition 4 of the outline consent restricts the developed footprint (including buildings car parks and access roads) to 23% of the allocated area. The cumulative total to date, including (a) approved applications (b) Langwith College (c) the Northern Service Road (d) the swimming pool building and car park (e) a provisional figure for the Cluster 2 car park, which will be submitted for approval shortly, is 9% of the allocated area.

5.0 CONCLUSION

5.1 The proposal conforms with policies of the draft local plan. The proposal also conforms with the outline consent for the campus granted by the Secretary of State and with the approved masterplan.

COMMITTEE TO VISIT

6.0 RECOMMENDATION: Approve

1 The development hereby permitted shall be carried out only in accordance with the approved plans numbered 30080-P-367/K, 30080-P-370/H, 30080-P-371/H, 30080-P-372/E, 30080-1000-P-002/A, 30080-14-P-0000-001/B, 30080-14-P-0500-001/B, 30080-14-P-0700-001/B, 30080-14-P-1300-001/B, 30080-15-P-0000-001/D, 30080-15-P-0500-001/B, 30080-15-P-0700-001/B, 30080-15-P-1300-001/B, 30080-16-P-0000-001/B, 30080-16-P-0500-001/B, 30080-16-P-0700-001/B, 30080-14-P-1300-001/B, 30080-17-P-0000-001/A, 30080-17-P-0500-001A/, 30080-17-P-0700-001/A and 30080-17-P-1300-001/A.

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

2 Prior to commencement of any works details shall be agreed in writing with the Local Planning Authority of the method of operation of the entry barriers and their positions within the Northern Service Road.

Reason: In the interests of highway safety and to prevent unauthorised access by vehicular traffic.

3 Prior to commencement of any works, the applicant shall enter into a section 278 agreement with the Highway Authority in connection with the provision of signalled crossing points and associated footways/cycle paths in the vicinity of the junction of Hull Road and the Grimston Bar access road.

Reason: In the interests of highway safety.

4 Prior to commencement of any works, a method of works statement shall be submitted for agreement with the Local Planning Authority which shall cover temporary arrangements for ensuring unrestricted access to the Grimston Bar Park and Ride site for motor vehicles and Park and Ride services, throughout the period of construction.

Reason : To ensure continued operation of Park and Ride services.

5 HWAY31 No mud on highway during construction

7.0 INFORMATIVES:

Notes to Applicant

1. REASON FOR APPROVAL

In the opinion of the Local Planning Authority the proposal, subject to the conditions listed above, would not cause undue harm to interests of acknowledged importance, with particular reference to provision of a new campus, sustainability, design, drainage, landscape and transport issues. The application therefore complies with policies GP1, GP4a, GP9, ED9, and GP15a, of the City of York Local Plan Deposit Draft.

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