

10.0 New Local Developments

10.1 Update on development sites in the Foss Basin

In the last Progress Report (2005) the air quality impact of developments shown in table 18 were considered. These sites are a mixture of retail, housing and mixed use development sites which are taking place in a relatively small area of the city known locally as the 'Foss Basin'. They were considered together because cumulatively they have the potential to impact significantly on local air quality :

Table 18: Developments in the Foss Basin considered in the previous Progress Report

Site name	Location	Scale of Development	Planning status in 2005	Current planning status
Persimmon Homes	NW side of Layerthorpe	148 homes 4869 sq m offices	approved	under construction
Dransfield	Frog Hall Pub	160 homes	approved	approved
Sainsburys	Foss Bank	6272 sq m retail extension	approved	approved
Foss Islands Road Retail Park	Foss Islands Road	12263 sq m retail units 372 sq m restaurant	approved	under construction
Council Depot relocation	James Street	Assume similar impact as previous depot on Foss Islands Road	approved	operational
Cala Homes	N of Lawrence Street	100 homes	approved	under construction
Transco	S of Heworth Green	225 homes 2400 sq m offices	under consideration	approved
Coppergate Centre	Tower St / Picadilly	Assume neutral impact on the highway network	public enquiry in process	Permission refused by ODPM - revised application expected
Navigation Road	Navigation Rd - Former bus depot	Assume neutral impact on the highway network	under consideration	approved

Sainsburys 2	Foss Bank	8,605 sq m food retail	under consideration	approved
Hungate	Peasholme Green	720 homes 11790 sq m offices 6750 sq m commercial 1075 sq m leisure	application pending	Approved
Foss Islands Road Retail Park 2	Foss Islands Road	7618 sq m	approved	approved – under construction
Heworth Croft	Heworth Green	205 homes	approved	approved – under construction
Barbican	Paragon Street	178 homes Hotel/nightclub/swimming pool	approved	approved

As can be seen from table 18 most of the Foss Basin developments have now been approved. In a number of cases construction is ongoing or already complete.

As detailed in the previous Progress Report (2005) the air quality impact of each of these developments was assessed using air quality impact assessments submitted with individual applications. The majority of the developments were also included in a cumulative air quality impact assessment commissioned by CYC. This study was undertaken to assess the likely overall impact of a number of development proposals in the Foss Basin area of the city.

A number of the major developments in the Foss Basin area are now under construction and due to be operational by the end of 2007. These include a new supermarket and associated retail units, and two major housing developments in the Heworth Green area.

The Foss Basin air quality impact assessment did not indicate any significant increase in pollutant concentrations within the existing AQMA as a result of development in the Foss Basin, it did however show the possibility of a slight increase in pollutant concentrations in the Heworth Green area. To monitor the situation in this area a new real time NO_x analyser has been installed. Results from this monitoring site will be reported in future Progress Reports.

Further applications for development within the Foss Basin Area continue to be closely monitored. Should further large scale proposals be brought forward they will be required to take full account of the cumulative air quality impact assessment already undertaken for this area and to demonstrate what the additional impact of their proposal is likely to be. If permission is granted

they will be required to contribute towards the traffic mitigation measures already drawn up for the area and/or towards the cost of continued air quality monitoring in the area.

10.2 Update on other large development sites in York

As well as the large scale development proposals in the Foss Basin, the previous Progress Report (2003) also considered the impact of other large development sites in the city as shown in table 19.

Table 19: Other large developments considered in the Progress Report (2003)

Site name	Location	Scale of Development	Planning status in 2005	Current planning status
Monks Cross South Business Park	Monks Cross	out of town business park development close to existing large retail development	approved	approved
York College	Tadcaster Road	Merging of two college buildings onto one site and housing development on redundant site	approved	approved – under construction
Derwenthorpe / Metcalfe Lane	Osbalwick	540 new homes	Under consideration	appeal in progress called in by ODPM
University of York Campus 3	Heslington	Outline application for university campus buildings	Under consideration	appeal in Progress called in by ODPM

Of these sites only the York College redevelopment has progressed significantly. The construction of the new college building is approaching completion and development on the housing site has commenced. There has been some additional development at Monks Cross but a large area of land is still awaiting construction.

The University and Derwenthorpe / Metcalfe Lane applications are currently awaiting decisions following the calling in of the applications by the Office of the Deputy Prime Minister (ODPM). The public enquiries have been held and decisions are expected in the near future.

A map showing the location of all the development sites mentioned in this section is provided at Appendix 4.

10.3 Planning applications considered since the previous Progress Report (2003)

Since the previous Progress Report in 2003 there have been a limited number of major planning applications brought forward which have required detailed consideration of their air quality impacts.

The main sites considered are detailed below:

10.3.1 Redevelopment of the Terry's Suchard Chocolate Factory

In April 2004 Kraft Foods announced the closure of the Terry's factory complex. The factory finished production and closed in September of the following year. The site has since been sold to York-based GHT Developments LLP (Grantside) and is currently vacant.

A development brief for the site was drawn up by CYC to coincide with the closure of the factory. This included information on local air quality and advice on how the site should be redeveloped to minimise air quality impacts. The inclusion of a car club on the site was suggested along with measures to maximise access to walking, cycling and public transport routes. A requirement for an air quality impact assessment was included within the development brief.

On 22nd November 2006 a planning application was submitted for the Terry's site. The application included an air quality impact assessment undertaken using the DMRB methodology. After consideration of the air quality impact assessment it was concluded that the proposed re-development of the site would have a negligible impact on local air quality. This is because the traffic flows associated with the proposed development are similar to those which existed during the operations on the Terry's site but have a much smaller HGV content. This information has been relayed to the planning department pending a decision on the application.

10.3.2 York St John College extension

In 2006 the air quality section was approached by consultants acting on behalf of York St John College who were planning to submit a planning application to extend their existing site on Lord Mayor's Walk.

As the site lies within the AQMA and in an area of 'technical breach' advice was given to the consultants on three issues:

1. Minimising opportunities for further exposure by members of the public
2. Preventing any further deterioration in local air quality by restricting traffic movement and parking on the site
3. Preventing further 'canyonisation' of the area by setting buildings back from the road and minimising their height

When the planning application was submitted it was found to adequately address all these issues. On this basis no air quality objections were raised and the application gained approval.

10.3.3 Relocation of Arclight and Peasholme Centres

During 2006 CYC submitted planning applications to relocate two of its supported residential properties. A number of sites were put forward for consideration, each of which were commented upon by the air quality section.

The location chosen for the 'Arclight Centre' was on an existing coach and car park site at Union Terrace. Due to the potential exposure of residents to 'cold start' emissions, and emissions from the nearby road, it was requested that the centre should be located at the rear of the car park as far away from the main carriageway and the coach parking area as possible. It was also requested that on the façade overlooking the car park there should be no bedrooms or other 'habitable' areas. This was achieved by placing a servicing corridor along this façade. It was also requested that outdoor seating areas were minimised and that any that were provided should be on the façade of the building furthest away from the car park. As these measures were incorporated into the final design no air quality objections were raised and planning permission was granted.

Two locations were proposed for the relocation of the 'Peasholme Centre'. Both were within the AQMA and within technical breach areas so neither was ideal from an air quality point of view. However it was considered that by careful design and setting back of the buildings from the road opportunities for further exposure to poor air quality could be minimised. The final location chosen was at Fishergate. All the bedrooms are to be located at the rear of the premises overlooking the river with the exception of one staff bedroom which will be mechanically ventilated and have non-opening windows. As the member of staff falls outside the scope of the air quality regulations whilst at work it was considered mechanical ventilation was an acceptable compromise in this particular case. No air quality objections were raised and planning permission was granted.

10.3.4 Relocation of Manor School

This application was for the relocation of a large secondary school from its present site to a location closer to the outer ring road. The issues considered were the likely increase in pollutant concentrations to be experienced by pupils at the school and any increase in traffic generated during the journey to school. After considering the proposed layout of the new site and the associated traffic impact assessment it was determined that any changes in pollutant concentrations and exposure to pollutants were likely to be negligible. No air quality objections were raised and the move is to proceed.

A map showing the location of all the development sites mentioned in this section is provided at Appendix 4.

10.4 Planning applications likely to be brought forward before the next Progress Report

Since the previous Progress Report (2003) there are a number of development sites for which pre-planning discussions have commenced, but for which no planning application has yet been submitted. A number of these are potentially very large development sites for which air quality impacts will need to be fully considered. The main sites under consideration are detailed below:

10.4.1 Nestle South

In September 2006 Nestlé Rowntree announced that capital investment was needed to upgrade and improve facilities on the northern part of their Haxby Road site in order to retain their presence in York. This announcement created redevelopment opportunities on the older, southern part of the site.

A draft Development Brief for the site has been produced, which sets out the main planning and design principles that the redevelopment of the sites should be based upon. Members of planning committee approved the brief for consultation on the 24th January 2007. The brief includes information about local air quality and suggests how the site may be developed to minimise the impact on air quality. It also sets out the minimum amount of information on air quality that must be included in any future planning application.

10.4.2 Castle Piccadilly

Castle Piccadilly is an area on the southern side of the city within the city centre boundary. The site has already been the subject of two previous mixed used development planning applications. The first application was refused by CYC, the second was approved by CYC but the decision was overturned by the ODPM following a public enquiry. The site is sensitive as it lies immediately adjacent to Clifford's Tower, an important historical site. The previous applications were considered to have little impact on local air quality as they involved developing on a major car park site. The result was little change in the predicted total number of vehicle trips to and from the area before and after development. A revised development brief has been drawn up for the area following the ODPM decision and a new developer is being sort for the site. As with the previous applications a full air quality impact assessment will be requested as and when a planning application is submitted.

10.4.3 York NorthWest (previously referred to as York Central)

York Northwest is currently the largest single development site in York. The site is two thirds the size of York's walled centre and will contribute to York's future growth in employment and housing requirements to 2021. The site is situated behind York railway station and shaped like a 'teardrop'. There are about 30-35 hectares (75-85 acres) of land for development.

Over a number of years CYC has been working alongside other partners to progress the development of the site. The site was originally referred to as 'York Central' but in recent months has been rebranded 'York Northwest' and is now to be the subject of a Local Area Action Plan (LAAP). The LAAP will also incorporate the British Sugar site which has also recently become available for redevelopment.

The main landowners are Network Rail and National Museum for Science and Industry who are working in partnership with Yorkshire Forward to appoint a developer to deliver development of the area. This will be phased over a period of approximately 15-20 years. The York Northwest Area Action Plan is currently being prepared and will provide the planning framework against which any proposals should be developed and considered.

So far the air quality section at CYC have provided comments on the Sustainability Appraisal Draft Scoping Report for York Northwest. They were also involved in the selection of consultants for the undertaking of an initial transport assessment for York Central, aimed at identifying the best routes in and out of the site. This report also included an initial look at possible air quality impacts. With the British Sugar site now becoming available there are now a number of other options available for accessing the site so further air quality and transport assessments will follow in due course.

York Northwest has the potential to impact significantly on air quality in York, particularly within the existing AQMA. The aim will be to ensure that these impacts are fully understood and mitigated against as far as possible as the York Northwest site begins to evolve.

A map showing the location of all the development sites mentioned in this section is provided at Appendix 4.

10.5 New Industrial Processes

For the purpose of City of York Council's Update and Screening Assessment (2006), all the Part A and Part B installations, controlled under the regulatory regimes of the Environmental Protection Act 1990 and the Pollution Prevention and Control Act 1999 (PPC), in the vicinity of York were reviewed using information posted on the Internet (<http://www.environment-agency.gov.uk>), and by consulting the relevant public registers.

The purpose of this air quality progress report is to log any changes that have taken place that may affect air quality such that they can be considered more thoroughly during the next full round of review and assessment. City of York Council's designated officer for the Local Authority Pollution Prevention and Control (LAPPC) has been consulted for the preparation of this chapter of the report. In accordance with the guidance note LAQM.PRG (03), A1, A2 and Part B installations have been considered.

10.5.1 New A1 installations

Since the publication of the Update and Screening Report there have been a number of changes relating to the regulation of A1 installations in the city.

During 2005/2006 regulation of emissions from all processes on the British Sugar site transferred to the Environment Agency under A1 permitting provisions. Previously the animal feed drying process on the site had been treated as a Part B process and was regulated by CYC. It is currently understood that operations on the British Sugar site are to cease by the end of 2007. The Environment Agency also now regulate the animal feed compounding plant at Jubilee Mill, Murton (previously a Part B process) and the A1 food processing installation on the Nestle site (previously uncontrolled).

Issuing of permits for the following A1 processes are currently under consideration by the Environment Agency:

- 2 x Intensive farming installations – applications submitted
- Potential liquid waste treatment plant – Harewood Whin, Rufforth
- Potential bio-diesel production plant - Parker's Oils

10.5.2 New A2 installations

During 2006 the existing Part B printing process at York Mailing Ltd, Elvington applied to become an A2 installation following a significant increase in production. An A2 permit was issued by CYC in August 2006. A further application for a substantial change was accepted as duly made on 18th April 2007.

10.5.3 New Part B installations

Since the last Update and Screening Report four new permits have been issued for waste oil burners and two are pending. One waste oil burner has been removed and another has been relocated. The number of waste oil burners in the city has therefore increased by five.

There has been one additional permit issued for a concrete batching plant at Hazel Court but this site is not yet operational. Recently submitted planning applications, and plans to merge a number of existing plants suggest that the overall number of concrete batching plants in the city will fall within the next couple of years.

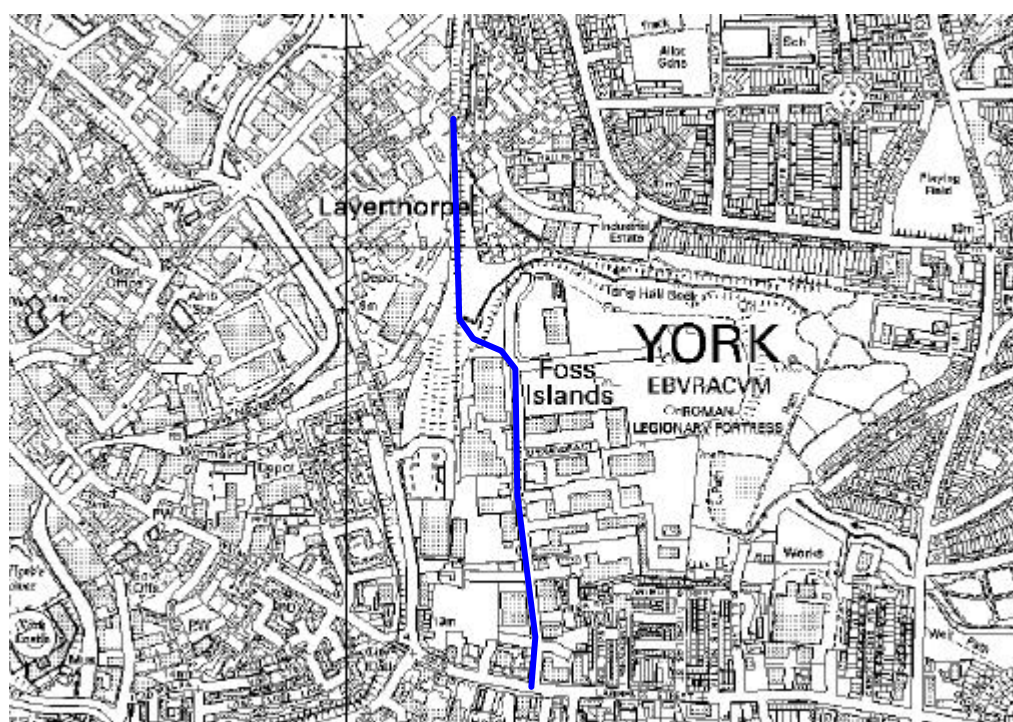
The only other changes to Part B permitting in the city since the last update are the loss of three vehicle re-spraying installations and the addition of seven dry cleaning installations. The latter are due to be issued with permits by the end of October 2007.

10.6 New Road Schemes

10.6.1 James Street Link Road

In the previous Progress Report (2005) details were provided about the first phase of the James Street Link Road which at the time had recently obtained planning approval. This road has now been built and is fully operational. The location of the road is shown in figure 64.

Figure 64 : Location of James Street Link Road – phase 1



As the road has been in operation for less than six months it is not yet possible to determine what the impact on local air quality has been. Diffusion tube monitoring is being continued throughout the area and it is hoped that in time this will show a decline in pollution levels on Foss Islands Road (to the west of the link road) and at the bottom of Lawrence Street (to the south west of the link road). However as there is currently a large amount of development taking place to the North and West of the new road any improvement in air quality may be quickly lost due to additional traffic movements.

10.6.2 Improvements to junctions on the York outer ring road

One of the measures included in the Air Quality Action Plan was the undertaking of improvements to junctions on the York outer ring road, the aim being to obtain better rates of traffic flow on the by-pass and reduce the amount of traffic rat-running through the city centre. The first of the junctions to be improved will be the Moor Lane junction on the South West of the ring road. Planning permission has recently been granted to replace the existing T-junction with a roundabout. The main reason for these works is safety, but they will also contribute towards improving flow on the outer ring road. An air quality impact assessment was undertaken for the scheme which showed a general positive impact across the city centre and no significant impacts in the locality of the scheme.

A second junction improvement scheme was planned for the Hopgrove roundabout on the North East of the outer ring road. This is a congestion black spot, particularly at weekends and bank holidays when people are trying to access the A64 in order to visit the east coast resorts. This scheme has now been delayed due to lack of Highways Agency funding.

The location of the Moor Lane and Hopgrove roundabouts are shown on figure 65.

Figure 65: Location of Moor Lane and Hopgrove Roundabouts



10.7 New landfill and mineral development

Since the previous Progress Report (2005) and the last Update and Screening Assessment (2006) there have been no new landfill sites or quarries developed or granted planning permission within the CYC boundaries.