

10.0 New Local Developments

10.1 Update on development sites in the Foss Basin

Most development proposals within the Foss Basin have now been approved. In a number of cases, construction is now well underway or already complete. A full discussion of the developments included under the heading of 'Foss Basin' was provided in City of York Council previous Air Quality Progress Report (2007).

Further applications for development within the Foss Basin continue to be monitored. Should any further large scale proposals be brought forward they will be required to take full account of the cumulative air quality impact assessment already undertaken in 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

Since the previous Progress Report in 2007 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:

10.2.1 The University of York Campus 3

In 2004 City of York Council received the outline planning application for the development of an additional campus for the University of York. The application relates to the development of land between Heslington village and Grimston Bar Park & Ride. The proposed development includes academic, teaching and research facilities, a new lake, student housing on the campus, new transport links into the site and landscaping.

A public inquiry into the planning application began on Tuesday 25 April 2006 at the Guildhall and finished on Friday 1 December 2006. Following the Inquiry the Planning Inspector sent his recommendations to the Secretary of State, who approved the outline planning application for the Heslington East Campus. This approval means that the development is accepted in principle. However, it is subject to 35 planning conditions relating to issues such as traffic and access, drainage and sustainability. Reserved Matters planning applications are also required to be submitted to City of York Council for all buildings on the site. Each of the planning applications submitted will be subject to the usual public consultation process by the council.

An air quality impact assessment in relation to this application was undertaken in accordance with the Design Manual for Roads and Bridges (DMRB). The results of the DMRB exercise showed that no exceedences of the annual

mean nitrogen dioxide concentrations are expected in any of the modelled years, with or without the development. The results of this study indicated that the general reduction in pollutant concentrations as a result of cleaner vehicle technology was likely to outweigh any additional emissions arising in future years as a direct result of the development. There was therefore unlikely to be a measurable deterioration in local air quality as a result of the proposal.

10.2.2 Derwenthorpe (Metcalf Lane, Osbaldwick)

This application was for 540 residential properties towards the East of the city centre. This development has now received outline approval. Reserved matters have been agreed for phase one (of four phases) which equates to 64 dwellings.

An air quality impact assessment using the DMRB methodology was undertaken in relation to this. Predictions of air quality were made for the existing situation (2003); the year 2009 with the development, and the year 2009 without the development. Modelled outputs were predicted for residential sites potentially affected by traffic generation onto the local highway network. Air quality predictions were carried out on the basis of the typical property distance to the road and the annual average daily traffic flow (AADT).

Although the traffic generated by this development resulted in increased traffic flows within the current air quality management area, the increase in flow was not great enough to give rise to a measurable deterioration in air quality. Within the air quality management area the greatest increases in nitrogen dioxide as a result of the development were predicted to range from 0 to 0.1µg/m³. The results of the study indicated that any changes in air quality as a result of this development will be very small and will not result in any requirement to extend the boundaries of the existing air quality management area. On the basis of the DMRB air quality assessment that was carried out and the availability of monitoring data at the time it was concluded that the proposals within the application were acceptable in terms air quality.

10.2.3 Germany Beck

This application was for 700 new residential properties on a greenbelt site. This development has now received outline planning approval after being called in by DCLG.

Air quality was assessed at a number of sensitive receptors during construction and once the development was complete, using the Design Manual for Roads and Bridges (DMRB). The results were compared with the UK National Air Quality Objectives (NAQS). Air quality was predicted for the current year, in 2005 and 2009 without the development and in 2005 and 2009 with the development. No NAQS were predicted to be breached at any location in any of the modelled years.

Since submission of the original air quality impact assessment, and prior to approval of the Germany Beck application, two other major applications viz. Metcalfe Lane, and Heslington East, were received and obtained Council support. Although it was demonstrated that Germany Beck did not have any significant impact on air quality, it was acknowledged that the cumulative impact of Germany Beck, alongside Metcalfe Lane and Heslington East could potentially impact on air quality. It was acknowledged by the council that the traffic generated by these two schemes should be considered in any air quality work submitted in support of the Germany Beck application.

A further DMRB screening exercise indicated that the proposed development at Germany Beck, together with the other committed developments in the area should not result in any breaches of the current air quality objectives within the vicinity of the site (i.e. the area, according to the traffic impact assessment, in which changes in traffic flows are likely as a result of the developments)

For the majority of the receptor locations, the predicted annual mean nitrogen dioxide concentrations with the scheme in place, were no different to the scenario considering the base case plus other, already committed developments. Where a difference did occur it was limited to a maximum change of $0.3\mu\text{g}/\text{m}^3$. Increases in NO_2 and PM_{10} of this magnitude were not considered significant in terms of air quality.

10.2.4 Manor School relocation

This application was considered in City of York Council's last progress report although at the time it had not received planning consent. The 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 this application was subsequently approved.

10.2.5 Oaklands Secondary / Lowfield Secondary School

This application concerned the merging of Oakland's Secondary School with Lowfield Secondary School to become York high School. The traffic assessment for this proposal was examined by the Environmental Protection Unit and traffic generation / re-routeing was not considered significant enough to warrant any further air quality assessment for the development proposal. This planning application was approved in June 2007

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

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

Since the previous Progress Report (2007) 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 in table 14 below:

Table 14 : Table to log planning applications currently under consideration / log expected planning applications currently at the pre-planning stage.

Site	Proposal	Current Status	Comments
Nestle South	In September 2006 Nestle 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 has created a redevelopment opportunity for a mixed use development on the older, southern part of the site.	Scoping report for EIA currently being consulted on by CYC staff (March 2008)	City of York Council will work with Nestle and their chosen developer over the coming months to develop an agreed masterplan. A planning submission taking into account the site brief (which highlights air quality as a potential issue), masterplan and Environmental Impact Assessment is expected to follow some time after April 2008.
Castle Piccadilly	Mixed use development on the southern side of the city within the city centre boundary.	This application was discussed in detail in CYCs last Progress Report (2007). A planning brief has been produced which sets out the main design and planning principles that the redevelopment of Castle Piccadilly should be based on. Negotiations with developers ongoing.	Site currently incorporates a large long stay car park, retail and other commercial uses / offices – change in use likely to have minimal air quality impact but would be subject to air quality assessment.
York North West (incorporates York Central)	Very large mixed use development close to the city. York North West 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	Area Action Plan currently being produced	York North West 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 North West site begins to evolve.

	2021.		Further information on this development can be found in CYCs last Progress Report (2007).
Terrys Suchard	Range of commercial business space, community, leisure and recreation facilities, hotels, residential units, Science City York accommodation, new access routes and landscaping proposed at former chocolate factory.	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 new development are similar to those which existed during the operations on the Terry's site but have a much smaller HGV content.	Time office block component of the redevelopment received approval March 2008.
Dobbies Garden Centre	Erection of class A1 garden centre and ancillary food hall and restaurant, including outdoor display areas, car parking and landscaping.	Application currently being considered – likely to be decided at April's Planning Committee although still awaiting comments from some internal consultees.	Air quality assessment submitted. Predicts very little change in air quality as a result of the proposal. No objections raised.
Traffic measures on Fulford Road (A19) corridor	Package of improvement measures for section of the A19 from Fishergate in the north, along Fulford Road, Main Street and Selby Road, to the junction with the A64 in the south	City of York Council has developed a series of proposals for the A19 Fulford Road that increase pedestrian and cyclist safety and improve the environment for local residents. In addition, they not only seek to prevent public transport from losing its appeal to current users, but would also enable faster and more reliable services to be provided to encourage increased bus use.	A report was taken to the Executive Member in early 2008 which reviewed the results of the proposals in light of the recent consultation exercise. Where further consultation is proposed on elements of the proposed improvement works, it is envisaged that the outcome would be reported to an Officer in Consultation (OIC) meeting, except where the issues raised significantly affect the proposals for the corridor in which case it would be referred back to the

			Executive Member later in the year. Further information on the proposals can be obtained from CYCs Engineering Consultancy Team.
New Park and Ride Sites	New Park and Ride sites proposed for various locations around the city.	Park and Ride scoping report for 3 possible sites has been reviewed by CYC officers and the options have been outlined in a major schemes bid currently being considered.	Any proposals for a new park and ride scheme will be subject to a full air quality assessment.
Clifton Without Primary School / Rawcliffe Infant School	Relocation of Clifton Without School to existing site of Rawcliffe Infant School	Pre-application discussions ongoing with developers	Unlikely to be major air quality impact. If traffic assessment suggests > 5% impact on AADT in any areas with relevant exposure, DMRB air quality assessment will be requested.

10.4 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 (Environment Agency Website) 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.

10.4.1 New A1 installations

During 2005/2006 regulation of emissions from all processes on the British Sugar site transferred to the Environment Agency under A1 permitting provisions. All operations on this site have now ceased.

The liquid waste treatment plant at Harewood Whin, Rufforth (as discussed in previous air quality progress report) was issued a permit on 24/10/2007. The two intensive farming installations and potential bio-diesel production plant are still under consideration by the Environment Agency.

10.4.2 New A2 installations

Following a significant increase in production, the Part B printing process at York Mailing became A2 in August 2006. A further application for a substantial change was accepted as duly made on 18th April 2007, the permit was varied in August 2007.

10.4.3 New Part B installations

Since the last air quality progress report, the number of waste oil burners has changed to 20. The number of dry cleaning installations has increased by two. The latter were issued with permits before the end of October 2007.

10.5 New Road Schemes

10.5.1 Update on James Street Link Road

The James Street Link Road has now been built and is fully operational. The location and other information about this link road was given in City of York Council's previous Air Quality Progress Report submitted in DEFRA in April 2007. The road has now been in operation for well over a year and diffusion tube monitoring has continued in the local area throughout this period.

Diffusion tube monitoring along 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) has not indicated any significant change in air quality in the last three years. It is assumed that the large amount of development taking place to the North and West of the new road has offset any improvement in air quality that this road may have brought about.

10.5.2 Update on 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 Moor Lane junction improvements on the South West of the ring road are now complete. 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 and showed a general positive impact across the city centre and no significant impacts in the locality of the scheme. The new roundabout that was installed at this location and has been open in the ahead direction since mid December 2007. The Council is currently monitoring traffic flows in this location and will be undertaking a comparison exercise with traffic flows from previous years. If flows in this area are shown to change considerably compared with previous years, the Environmental Protection Unit will undertake further work to establish any potential air quality implications.

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. The region's transport board has deferred until summer 2008, a decision on whether to endorse this scheme for funding.

Figure 44 : Location of Moor Lane and Hopgrove Roundabouts



10.6 New landfill and mineral development

Since the previous Progress Report (2007) there have been no new landfill sites or quarries developed or granted planning permission within the CYC boundaries.

Proposals for the existing landfill facility at Harewood Whin include building three concrete pads covering about 6.6 acres of what is currently agricultural land between Harewood Whin's landfill area and the B1224 York to Wetherby road for expansion of the green waste operation. This application has been permitted, although is subject to favourable comments from the Environment Agency being received by the local planning authority.