

# City of York Local Plan Publication Draft 2018 Consultation response form 21 February – 4 April 2018

**OFFICE USE ONLY:**

ID reference:

This form has three parts: **Part A** Personal Details, **Part B** Your Representation and **Part C** How we will use your Personal Information

To help present your comments in the best way for the inspector to consider them, the Planning Inspectorate has produced this standard comment form for you to complete and return. We ask that you use this form because it structures your response in the way in which the inspector will consider comments at the Public Examination. Using the form to submit your comments also means that you can register your interest in speaking at the Examination.

**Please read the guidance notes and Part C carefully before completing the form. Please ensure you sign the form on page 6.**

Please fill in a separate part B for each issue/representation you wish to make. Any additional sheets must be clearly referenced. If hand writing, please write clearly in blue or black ink.

## Part A - Personal Details

Please complete in full; in order for the Inspector to consider your representations you must provide your name and postal address).

1. Personal Details		2. Agent's Details (if applicable)
Title		Ms
First Name		Jennifer
Last Name		Hubbard
Organisation (where relevant)	Grimston Bar Development Group	Jennifer Hubbard BA (Hons)Town & Country Planning: Planning Consultant
Representing (if applicable)		
Address – line 1	C/o York Auction Centre	Allonby House
Address – line 2	Murton Lane	York Road
Address – line 3	Murton	North Duffield
Address – line 4		Selby
Address – line 5		
Postcode	Y019 5GF	Y08 5RU
E-mail Address		planning@jenniferhubbard.co.uk
Telephone Number		01757 288291

Representations must be received by Wednesday 4 April 2018, up until midnight.  
Representations received after this time will not be considered duly made.

# Guidance note

## Where do I send my completed form?

Please return the completed form **by Wednesday 4 April 2018, up until midnight**

- To: FREEPOST RTEG-TYYU-KLTZ Local Plan, City of York Council, West Offices, Station Rise, York, YO1 6GA
- By email to: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

Electronic copies of this form are available to download at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or you can complete the form online at [www.york.gov.uk/consultations](http://www.york.gov.uk/consultations)

## What can I make comments on?

You can make representations on any part of the publication draft of the Local Plan, Policies Map or Sustainability Appraisal. Comments may also refer to the justification and evidence in the supporting technical papers. The purpose of this consultation is for you to say whether you think the plan is legally compliant and 'sound'. These terms are explained as you go through the response form.

## Do I have to use the response form?

Yes please. This is because further changes to the plan will be a matter for a Planning Inspector to consider and providing responses in a consistent format is important. For this reason, all responses should use this consultation response form. Please be as succinct as possible and **use one response form for each representation you wish to make** (topic or issue you wish to comment on). You can attach additional evidence to support your case, but please ensure that it is clearly referenced. It will be a matter for the Inspector to invite additional evidence in advance of, or during the Public Examination.

Additional response forms can be collected from the main council offices and the city's libraries, or you can download it from the council's website at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or use our online consultation form via <http://www.york.gov.uk/consultations>. However you choose to respond, in order for the inspector to consider your comments you must provide your name and address with your response.

## Can I submit representations on behalf of a group or neighbourhood?

Yes, you can. Where there are groups who share a common view on how they wish to see the plan modified, it would be very helpful for that group to send a single representation that represents that view, rather than for a large number of individuals to send in separate representations that repeat the same points. In such cases the group should indicate how many people it is representing; a list of their names and addresses, and how the representation has been agreed e.g. via a parish council/action group meeting; signing a petition etc. The representations should still be submitted on this standard form with the information attached. Please indicate in Part A of this form the group you are representing.

## Do I need to attend the Public Examination?

You can indicate whether at this stage you consider there is a need to present your representation at a hearing session during the Public Examination. You should note that Inspectors do not give any more weight to issues presented in person than written evidence. The Inspector will use his/her own discretion in regard to who participates at the Public Examination. All examination hearings will be open to the public.

## Where can I view the Local Plan Publication Consultation documents?

You can view the Local Plan Publication draft Consultation documents

- Online via our website [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan).
- City of York Council West Offices
- In all libraries in York.

# Part B - Your Representation

(Please use a separate Part B form for **each** issue to you want to raise)



## 3. To which document does your response relate? (Please tick one)

City of York Local Plan Publication Draft

Policies Map

Sustainability Appraisal/Strategic Environmental Assessment

## What does 'legally compliant' mean?

Legally compliant means asking whether or not the plan has been prepared in line with: statutory regulations; the duty to cooperate; and legal procedural requirements such as the Sustainability Appraisal (SA). Details of how the plan has been prepared are set out in the published Consultation Statements and the Duty to Cooperate Statement, which can be found at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan)

## 4. (1) Do you consider the document is Legally compliant?

Yes

No

## 4.(2) Do you consider that the document complies with the Duty to Cooperate?

Yes

No

## 4.(3) Please justify your answer to question 4.(1) and 4.(2)

## What does 'Sound' mean?

Soundness may be considered in this context within its ordinary meaning of 'fit for purpose' and 'showing good judgement'. The Inspector will use the Public Examination process to explore and investigate the plan against the National Planning Policy Framework's four 'tests of soundness' listed below. The scope of the Public Examination will be set by the key issues raised by responses received and other matters the Inspector considers to be relevant.

## What makes a Local Plan "sound"?

**Positively prepared** - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

**Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.

**Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities

**Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework

**5.(1) Do you consider the document is Sound?**Yes  No 

If yes, go to question 5.(4). If no, go to question 5.(2).

**5.(2) Please tell us which tests of soundness the document fails to meet:** (tick all that apply)

<b>Positively prepared</b>	<input checked="" type="checkbox"/>	<b>Justified</b>	<input checked="" type="checkbox"/>
<b>Effective</b>	<input checked="" type="checkbox"/>	<b>Consistent with national policy</b>	<input checked="" type="checkbox"/>

**5.(3) If you are making comments on whether the document is unsound, to which part of the document do they relate?**

(Complete any that apply)

Paragraph  
no.

see below

Policy  
Ref.

see below

Site Ref.

see below

**5.(4) Please give reasons for your answers to questions 5.(1) and 5.(2)**

You can attach additional information but please make sure it is securely attached and clearly referenced to this question.

These representations relate to the green belt boundary and non-allocation of land for development at Grimston Bar and are underpinned by general comments relating to the Council's approach to the definition of green belt boundaries, to housing provision and distribution and to the lack of flexibility in the plan (see attached Statement headed "Land at Grimston Bar").

6. (1) Please set out what change(s) you consider necessary to make the City of York Local Plan legally compliant or sound, having regard to the tests you have identified at question 5 where this relates to soundness.



You will need to say why this modification will make the plan legally compliant or sound. It will be helpful if you could put forward your suggested revised wording of any policy or text.

**Please note** your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

**After this stage, further representations will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

The land edged red on the attached plan should be excluded from the green belt and allocated for mixed use development to include residential, employment, educational and leisure/recreational uses under either Policy SS5 or a discrete site-specific policy. It is accepted that development under any such allocation would be subject to criteria dealing in particular with landscaping, building heights and the apportionment of built development and open space across the site.

7.(1). If your representation is seeking a change at question 6.(1), do you consider it necessary to participate at the hearing sessions of the Public Examination? (tick one box only)

**No**, I do not wish to participate at the hearing session at the examination. I would like my representation to be dealt with by written representation

**Yes**, I wish to appear at the examination

If you have selected **No**, your representation(s) will still be considered by the independent Planning Inspector by way of written representations.

7.(2). If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

Response set out in attached note.

**Please note:** the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the hearing session of the examination.

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Representations must be received by Wednesday 4 April 2018, up until midnight.  
Representations received after this time will not be considered duly made.

# Part C - How we will use your Personal Information

We will only use the personal information you give us on this form in accordance with the Data Protection Act 1998 (and any successor legislation) to inform the Local Plan process.

We only ask for what personal information is necessary for the purposes set out in this privacy notice and we will protect it and make sure nobody has access to it who shouldn't.

City of York Council does not pass personal data to third parties for marketing, sales or any other commercial purposes without your prior explicit consent.

As part of the Local Plan process copies of representations made in response to this consultation including your personal information must be made available for public inspection and published on the Council's website; they cannot be treated as confidential or anonymous and will be available for inspection in full. Copies of all representations must also be provided to the Planning Inspectorate as part of the submission of the City of York Local Plan.<sup>1</sup>

## Storing your information and contacting you in the future:

The information you provide on this form will be stored on a database used solely in connection with the Local Plan. If you have previously responded as part of the consultation on the York Local Plan (previously Local Development Framework prior to 2012), your details are already held on the database. This information is required to be stored by the Council as it must be submitted to the Planning Inspectorate to comply with the law.<sup>1</sup> The Council must also notify those on the database at certain stages of plan preparation under the Regulations.<sup>2</sup>

## Retention of Information

We will only keep your personal information for as long as is necessary and when we no longer have a need to keep it, we will delete or destroy it securely. The Local Planning Authority is required to retain your information during the plan making process. The information you submit relating to the Local Plan can only cease to be made available 6 weeks after the date of the formal adoption of the Plan.<sup>3</sup>

## Your rights

To find out about your rights under the Data Protection Act 1998 (and any successor legislation), you can go to the Information Commissioners Office (ICO) <https://ico.org.uk/for-the-public/>

If you have any questions about this Privacy Notice, your rights, or if you have a complaint about how your information has been used or how long we have kept it for, please contact the Customer Feedback Team at [haveyoursay@york.gov.uk](mailto:haveyoursay@york.gov.uk) or on [01904 554145](tel:01904554145)

Signature

Date

04.04.2018

<sup>1</sup> Section 20(3) Planning & Compulsory Purchase Act 2004 Regulations 17,22, 35 & 36 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>2</sup> Regulation 19 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>3</sup> Regulation 35 Town and Country Planning (Local Planning) England) Regulations 2012

## **CITY OF YORK LOCAL PLAN PUBLICATION DRAFT 2018 LAND AT GRIMSTON BAR**

The land at Grimston Bar to which these representations relate and is edged red on the attached plan, is part of an area on the east side of York lying to the north of Hull Road which was promoted for employment development by an international development company during earlier Local Plan processes. The potential employment allocation was supported by Senior Planning Officers at the time and the ability of the area to accommodate some degree of development has been supported by Planning Officers ever since. Opposition to the allocation of the land for development has arisen over time from:

1. Council Members on the grounds that development would lead to the coalescence of York with Murton,
2. the Council's Landscape Architect on grounds of impact on the setting of York urban area, and
3. the Council's archaeologist on grounds that the development would adversely affect a heritage asset – namely an area of ridge and furrow which occupies part of the site.

The land is in a number of ownerships and the landowners have worked together under the heading of the Grimston Bar Development Group to secure development of the site through the Local Plan.

Over the years, the landowners have received approaches from a wide range of potential developers seeking options on all or parts of the site for business purposes (warehousing and industrial development), residential development, an hotel and most recently for a private (Steiner) school. At earlier stages of the current Local Plan process, wide ranging discussions took place with Council Officers with a view to establishing principles for the residential or mixed use of the site which would avoid or minimise the constraints identified by landscape and archaeology officers (without the landowners accepting the alleged adverse impacts were sufficient to justify rejection of the site as a development allocation). Technical and environmental assessments were carried out in support of the development of the site in whole or in part and these are re-submitted in support of the current representations. They are:

- Preferred Options Site Submission form dated July 2013
- Further Representations document dated Jan 2014
- Updated Landscape Appraisal by tpm landscape dated Jan 2014
- Updated Report on Transport Issues by Bryan G Hall dated Jan 2014
- Updated Ridge and Furrow Assessment by URS dated Jan 2014
- Further Representations document dated July 2014
- Transport Issues Technical Report by Bryan G Hall dated July 2014
- Updated Landscape Appraisal by tpm landscape dated July 2014
- Comments Form Local Plan Preferred sites dated Sept 2016
- Grimston Bar A3 Plan

The assessments demonstrate there are no technical, landscape, environmental or other constraints which would prevent the development of the site. There are no ownership

constraints: the landowners have been working together for at least the last 10 years to secure the comprehensive development of the land.

In respect of the appropriate green belt boundary in the vicinity of the site and the Council's approach to green belt boundaries generally we rely on the submissions of George Wright MA MRTPI to which we have contributed. We endorse Mr Wright's conclusions (and reasoning leading thereto) that if the correct approach to determining green belt boundaries is adopted, the majority of land allocated for development in the plan will be located adjacent to the existing urban area.

Mr Wright's assessment of the relative merits of sites and locations for development, having regard to the purposes of green belt (especially the main purpose of the York Green Belt) and sustainability considerations, identifies the land subject to these representations in the most suitable category for development.

Also attached to and forming part of these submissions is a general note on the soundness of the plan with particular reference to housing numbers and delivery. The note, headed "The Soundness of the Publication draft Local Plan," concludes that the plan fails to make adequate housing provision in both total housing numbers and distribution.

The potential use of part of the subject site for educational purposes has arisen relatively recently but negotiations between representatives of the Steiner School and the landowners are now well advanced. Architects have been instructed to produce plans illustrating the school's requirements and a work-in-progress layout plan is attached. It will be noted that the proposals involve significant areas of open land.

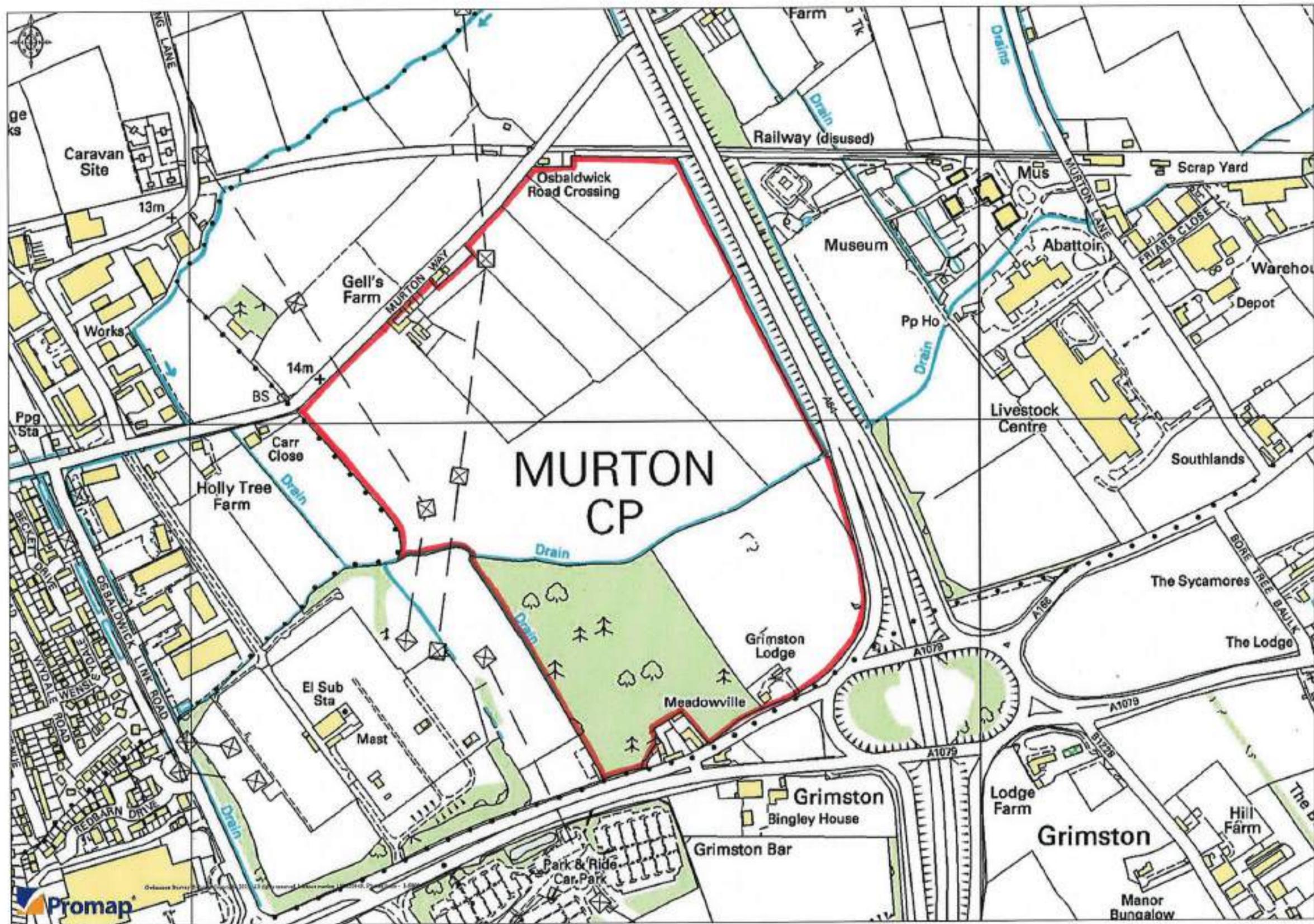
The York Steiner School is a registered charity currently educating around 220 children from early years in parent and toddler groups up to 14 years after which many pupils join local secondary schools. The academic syllabus qualifies pupils for GCSE courses and is recognised by universities as commensurate with the teaching offered by mainstream schools. Considerable importance is attached to the individual development of pupils and a significant part of the curriculum is devoted to enabling pupils to develop craft and technical skills. The school currently operates from a site within the York urban area which is too small for its requirements: specifically, it is lacking in open space to enable the school to provide the wide range of recreational, sporting and gymnastic pursuits and other open air facilities, for example gardening and horticulture, now required to supplement the curriculum. The school is managed by staff and parents overseen by a Board of Trustees.

The majority of pupils attending the school originate from within York and the surrounding areas and the proposed location of the school adjacent to Murton Way provides an opportunity for pupils to walk or, more likely, to cycle to school from significant parts of the urban area via the City's existing cycle network. The open areas required by the school fit very well with the Council's desire to retain open space between the York urban area and Murton (although we reiterate, it is not accepted that there are any sound planning grounds for this: although the gap between the urban area and Murton is narrow, it is bisected by the embanked A64 dual carriageway which will remain as a significant physical and visual barrier between the two areas). The School's open space requirements will also enable the ridge and furrow land which is concentrated in the north eastern corner of the site to remain open and a significant landscaped buffer to be provided along the A64 boundary.

The balance of the site is suitable for a range of different uses.

It will be noted that the draft Local Plan aims to promote quality and choice in educational provision for all. Policy ED6 offers positive support for new educational facilities but no sites are allocated for independent schools such as the Steiner School. The draft plan provides no safeguarded land or (with one exception – see below) what might be termed opportunity sites to be available to meet unforeseen circumstances or requirements.

Almost without exception, within York’s administrative area, land is either already developed or allocated for specific purposes or defined as green belt in the draft Plan. The lack of flexibility in the plan, in our view, also goes to issues of soundness. The only “opportunity area” in the plan is that proposed under Policy SS5. This relates to an inner city site in need of regeneration and is not suitable for the needs of the Steiner School.



New tree planting to augment existing trees

Existing pond to be restored

Overnight accomodation lodges for visitors, tourists, course attendees

Possible connection for pedestrians to Murton museums

New tree planting areas of native tree species to provide screening and bio-diversity. Tree belt will provide some visual and noise attenuation

New paths within retained landscape

Traditional farming demonstration area in retained open ridge and furrow landscape

Proposed school orchard

Parking for 30 cars  
Bicycle racks

Proposed small craft workshops / incubator workshops / studios

Indicative location and area of school for 50 pupils with adjacent cafe for use by all site users



**I** SITE PLAN  
201 Scale: 1:1000



RIBA WORK STAGE 2

CLIENT: Phoebe Palfrey

JOB: York Upper Barnet School

JOB NO.: 17813

DRAWING: Site Plan

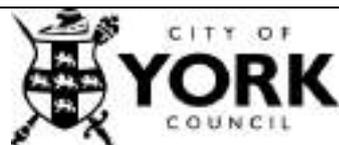
DWG NO.: 201 SCALE: 1:1000 @ A1

DRAWN: AT APPROVED: CH DATE: 08/01/18

SCALE BAR: 1:1000 10m 50m

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# City of York Local Plan



## Local Plan Preferred Sites Consultation Comments Form

Responses on this form should only relate to the sites and / or information set out in the Preferred Sites Consultation documents. We will seek your views on the Publication Local Plan early in 2017. Comments made on previous stages on the Plan will be taken into account.

We will use the information you provide us to inform the next stage of the Local Plan and a summary of your comments will be published. A full copy of your comments (excluding personal information) will also be placed on the Council's website. Any personal information provided will be kept in accordance with the Data Protection Act 1998. If the Council is asked an enquiry under the Freedom of Information Act or the Environmental Information Regulations then we will only disclose information we have been provided with in accordance with the relevant legislation.

- **All responses should be returned by 5pm on Monday 12<sup>th</sup> September 2016 so that we can take your views into account.**
- **Please complete a separate form for each issue and/or site/s you are commenting upon.**

Please **complete all sections** of the form in **BLOCK CAPITALS**.

Are you commenting on:

Housing Growth ✓

Employment Growth ✓

Specific Sites ✓

### SECTION 1: YOUR SITE COMMENTS

Site Name	LAND NORTH OF GRIMSTON BAR, YORK
Site Reference	ST6
Page number (please specify which document e.g. main document or which supporting document when stating page number)	MAIN DOCUMENT p.131-134

Please continue on a separate sheet if necessary, noting the document/page/site reference to which you are responding.

#### **Your Comments**

These representations are submitted on behalf of the Grimston Bar Development Group (GBDG) who, together, own the land edged red on the attached plan (the Site).

#### Recent history

The Site has had a chequered Local Plan history. In summary, it was initially identified as a potential employment site and allocation for this purpose was promoted by a major national commercial developer. The employment use was supported in a site-specific Officer report at the time.

In considering this recent history it is worth recording that throughout the various Development Plan processes since York became the Local Planning Authority for the area including the Site, there have been no changes in adopted local green belt policy (namely, that there should be an “about 6 mile-wide” green belt surrounding York) or national policy with respect to the definition of green belt boundaries, the purposes of the York green belt and in particular the main purpose of the York green belt (to protect the character and setting of the historic City). It can safely be assumed, therefore, that by reference back to the original employment-based Officer report, the Council’s current policy position with respect to the allocation of the Site for development cannot reasonably relate to green belt considerations either in general or in relation to the contribution which the site makes in its present undeveloped state to any of the 5 purposes of green belt.

In the past the GBDG has been advised that the development of the site for employment purposes alone would be unlikely to be viable given the high infrastructure costs - predominantly off-site highway improvements and groundworks/earthworks necessary to accommodate the large clear span buildings required by the majority of commercial/industrial developers.

A small part of the Site was identified by the Council for residential development in the June 2013 Local Plan Preferred Options Document (Site Ref: ST6: 155 dwellings approx). In its response, the GBDG submitted proposals for a more extensive mixed use residential and commercial development. A copy of the response form dated 14<sup>th</sup> August 2013 is attached.

Further representations were submitted by prospective developers, Taylor Wimpey and Linden Homes in January 2014 and, in response to the Further Sites Consultation of June 2014, also in July 2014. These submissions were preceded and followed by discussions with Planning and other technical Council Officers in an attempt to agree the extent and mix of development within the Site. The current consultation document rejects a comprehensive mixed use development of the red-edged Site and reverts to a proposed employment allocation at the southern corner of the Site adjacent to the A1079 road – that is, the same area as previously proposed by the Council for residential development. The latest consultation also proposes there shall be no safeguarded land in the Local Plan: accordingly, it is assumed the Council’s intention is that the balance of the Site should fall within the green belt.

#### The landowners’ response to the Council’s current proposals

Discrete submissions have been lodged by Nathaniel Lichfield & Partners (LNP) on behalf of a consortium of housebuilders, developers and landowners concerning the current proposals for meeting York’s future housing needs. The LNP submissions<sup>1</sup> have been made available to us and we have permission to refer to them in these representations. In many fundamental issues, the NLP submissions re-state concerns we have previously raised, on many occasions, during earlier Local Plan processes both in general terms and in relation to specific sites, namely:

- i. The current (and previous) exercises have failed to identify a clear, coherent and justified – or any – spatial strategy for the City. The reasons for this are well recorded and are largely a consequence of the constantly changing political balance within the Council. The outcome, however, unless resolved by an agreed Local Plan strategy is likely to go to the soundness of the Plan.
- ii. The OAN for housing and the housing supply as currently assessed by the Council fail to follow national guidance: the OAN has been under-estimated and the supply over-estimated.
- iii. In consequence of (ii) the failure to identify safeguarded land puts the Plan at risk.

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<sup>1</sup> Letter to CYC of 2<sup>nd</sup> September 2016 and technical appendices

We rely on but do not repeat in detail the general conclusions of the NLP submissions in support of this objection.

Against this background, our general concerns about the Council's approach to the supply and delivery of land to meet the needs of the City may be summarised as follows:

1. The risk to the Local Plan as a whole as a consequence of proposals not to provide safeguarded land.

It is telling that at both the York Local Plan Working Group meeting on 27<sup>th</sup> June 2016 and the subsequent meeting of the Council's Executive on 30<sup>th</sup> June when the Consultation document was discussed and endorsed as a basis for consultation, Members queried whether a risk assessment had been carried out and whether the lack of safeguarded land would result in the Plan being found unsound by an Examination Inspector. The questions were not satisfactorily answered but Officers indicated to Members that further risk assessment work would be carried out during and following the current consultation exercise. At the very least, this suggests that Officers themselves (as well as Members) are aware of the potential implications for the soundness of the Plan of abandoning the concept of safeguarded land.

It is accepted that providing safeguarded land is not an absolute requirement of national planning policy. Nevertheless, paragraph 83 of the National Planning Policy Framework is clear as to the approach to be taken in the identification of green belt boundaries and the timescales Planning Authorities should have in mind when undertaking this exercise for the first time. Any Local Plan which sets this advice aside without exceptional justification is at risk of being found unsound. A 20 year green belt – as is now envisaged - falls far short of the "life" we believe is expected in (very long established) national policy where a 20 year period before review is seen as a minimum. Furthermore, in our view, previous incarnations of emerging Local Plans for the City have consistently failed to heed national advice which makes it clear that green belt boundaries should be defined so as *not [to] include land which it is unnecessary to keep permanently open*. In effect, green belt has been seen as a residual policy – and still is. The current proposals to omit safeguarded in York only serve to emphasise this flawed approach.

2. The risks to the soundness of the Plan are exacerbated by the significant reduction in the housing requirement as currently assessed.
3. The risk is further compounded by the – in our view – over-reliance on housing delivery from (in particular) York Central and Whinthorpe – the allocation now proposed to be increased in size. In our view, the current proposals are over-reliant on these two sites in two ways – first, in relation to the quantum of housing that the sites will deliver and, second, in relation to the lead-in time necessary before meaningful numbers of house completions can occur. These points have been raised repeatedly by a wide range of developers and agents, but remain unaddressed by the Council.
4. In order to redress the year-on-year shortfall in housing completions within a realistic timescale, it is essential that as many as possible small and medium sized sites are brought forward immediately to engage as wide a cross-section of the housebuilding industry as possible. The current proposals under consultation will have the opposite effect of reducing opportunities for housing delivery.
5. Similarly, frequently expressed concerns that the delivery of employment land from York Central has been consistently exaggerated by the Council both in quantum and timescale, are not addressed by the Council's current proposals, nor do the proposals provide an adequate range and size of employment site. In this respect – and relevant also to the lack of safeguarded land – we draw attention to paragraph 21 of the National Planning Policy Framework (third bullet point) which indicates that Local Plan policies *should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances*.

(our emphasis)

The GBDG stands by the technical reports and assessments previously submitted to the Council. A disk containing the reports is being sent under separate cover to the Council and the contents are relied on in support of these submissions.

Given the numerous occasions on which options for the development of some or all of the Site have been proposed and considered by the Council and the GBDG, over an extended period, it is felt the time has come to put on record that, in the landowners' view, Planning Officers are not averse to the development of the site but that opposition has largely been Member-driven *and* that this is based in large part on the notion that development will lead to the coalescence of York with Murton. It is also worth noting that only relatively recently in the Local Plans' processes has the Council clarified what it means by *coalescence* in these circumstances. The Council is not, apparently, claiming that the coalescence of parts of the York urban area with the nearest adjacent villages offends one of the 5 purposes of green belt as set out in national policy (to prevent neighbouring towns merging into one another: NPPF paragraph 80) but that an element of the character of York and its setting derives from the tight-knit urban area surrounded by open countryside within which are discrete village settlements and that the merging of village settlements with the urban area would damage the setting of the City. Without commenting on the merits of this assertion, we reiterate points made previously concerning the relationship of the Site and Murton/the York Auction Centre development, namely:

- For a combination of reasons (surface water drainage, retention of areas of ridge and furrow and buffer landscaping along the A64 trunk road), the GBDG have not and do not propose that built development should extend into the northern corner of the site – that is, approaching the point where Murton Way runs beneath the A64 road. There is no intervisibility between the Site and Murton village at this point and the landowners reject totally the notion that their proposals would lead to continuous built development between the city and the village or the visual coalescence of York with Murton in this area.
- In contrast, the A1079 corridor running along Hull Road to the Grimston interchange and beyond is already heavily influenced by built and other commercial development and major infrastructure to the north of the A1079 and the park and ride and university developments to the south. In the landowners' view, visually, the York urban area has already bridged across the Site which, where it lies adjacent to the A1079, already reads as part of the urban area.

As indicated in previous representations, the GBDG landowners include Chartered Surveyors and Agents with extensive experience of the commercial and residential market in the York area and who act for a wide range of other landowners and residential, commercial and industrial developers. They reiterate their conviction that the Site presents an opportunity to provide a viable mixed use residential and commercial development in a highly sustainable location where heritage assets would be protected and development would have no adverse impact on the character of York and minimal adverse impact on its setting.

The landowners remain willing to discuss with the Council the appropriate extent and mix of development in the context of the need for the Local Plan to provide more housing land, a greater range of small and medium sized housing sites and options for employment development to meet future as-yet unidentified development needs.

In the alternative, the Site should be excluded from the green belt and identified as safeguarded land to provide flexibility to meet unforeseen needs during the Plan period and/or an option for longer term growth of the City beyond the plan period.

SECTION 2: YOUR PERSONAL and CONTACT DETAILS			
Name	JENNIFER HUBBARD		
Organisation <i>(if relevant)</i>	TOWN PLANNING CONSULTANT		
Representing <i>(if relevant)</i>	GRIMSTON BAR DEVELOPMENT GROUP		
Address	C/O ALLONBY HOUSE YORK ROAD NORTH DUFFIELD SELBY NORTH YORKSHIRE		
	Postcode	YO8 5RU	
Telephone	01757 288291		
Email	planning@jenniferhubbard.co.uk		
Signature		Date	12 <sup>th</sup> September 2016

SECTION 3: CONSENT	
I give permission for the City of York Council to contact me with information on the further stages of the Local Plan production and other planning policy documents for York (Please tick)	✓
I give permission for the City of York Council to use the information I have provided, for the stated purposes of this consultation. (Please tick).	✓

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If you have any queries, please contact us:

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 City of York Council  
 West Offices  
 Station Rise  
 York  
 YO1 6GA

**Deadline 5pm 12<sup>th</sup> September 2016**

How did you hear about this consultation?

From Planning Officers.

Do you have any general comments on this consultation process?

See Comments above.



## **Land East of Grimston Bar, York: Residential Lead Mixed Use Development**

Representations to Draft York City Council Local Plan (Further Sites Consultation Stage)

July 2014

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# CONTENTS

1. Introduction And Background
2. Strategic Sites Workshop Feedback
3. Response To Matters Raised
4. Revised Illustrative Masterplan
5. Conclusion/Way Forward

## I INTRODUCTION AND BACKGROUND

Taylor Wimpey ('TW') & Linden Homes ('LH') along with the landowners (the Grimston Bar Development Group) have a joint interest in land to East of Grimston Bar (shaded red) which extends to around 19 ha, part of which (5.5ha) is currently proposed to be allocated for Circa 155 dwellings in the Local Plan Preferred Options Draft under Policy ST6 (Land East of Grimston Bar – Shaded Blue).



TW & LH, in response to the Local Plan Preferred Options Consultation 2013 & January 2014, submitted representations in support of the proposed housing allocation (ST6). It

also demonstrated however, that the surrounding land is suitable and deliverable for development as part of a larger sustainable urban extension.

TW & LH consider that the land to the East of Grimston Bar provides a suitable, sustainable and deliverable location for a larger scale development than the Council currently proposes to allocate. The allocation of a larger site would provide the scope for 2 experienced national house builders, with a detailed understanding of the local market, to deliver a mix of market and affordable housing to make a more significant and meaningful contribution to meeting the housing needs of the City over the emerging Plan period. It would also deliver commercial development to assist in employment generation and meeting the Council's economic growth aspirations and potentially reducing the need for residents in the new housing development to leave the site for local shopping, social, recreational or employment purposes.

The previous submissions (August 2013) included an Illustrative Masterplan that showed how the site could deliver:-

- Residential – Circa 16 ha (Circa 490-572 dwellings @ 30-35dph)
- Commercial Land (South East) – Circa 4 ha
- Light Industrial Business Park (North West) – Circa 3 ha
- Public Open Space – Circa 6 ha

The representations were supported by a suite of Technical & Environmental Assessments and plans and illustrations, including:-

- Report on Transport Issues – Bryan G Hall
- Ridge & Furrow Heritage Statement – URS
- Landscape & Green Belt Appraisal – TPM Landscape
- Preliminary Ecological Assessment – URS
- Preliminary Flooding & Drainage Study – JBA Consulting
- Illustrative Masterplan – JRP
- Local Services Plan – JRP
- Landscape Framework Plan - TPM Landscape

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The original scale of development proposed by TW & LH was reduced in a response to the Council's comments on the proposals, in particular, to deal with matters of heritage and landscape. Revised proposals were submitted to the Council in January 2014. Those representations illustrated a more modest development of:-

- Residential – Circa 13ha (approx. 450 dwellings @ 35dph)
- Commercial Land (South East) – Circa 2 ha
- Light Industrial Business Park (North West) – Circa 2.5 ha

Subsequent to those submissions, earlier this year, the Council held further Strategic Site Workshops with developers. At the workshop in respect of this site (ST6) the Council set out their rationale for rejecting the proposals we submitted for the site in January 2014 and indicated that the allocation would remain as per the September 2013 Preferred Options draft Plan.

Notwithstanding the Consortium's strong views that the previous proposals for the site were entirely sustainable and acceptable in all respects, this document sets out further material revisions to the Consortium's proposals for the site as a direct response to the key matters identified by the Council as to why the previous proposals were not considered acceptable. These are principally matters of:-

- Landscape (views, the setting of York)
- Heritage (ridge and furrow, field patterns, coalescence)
- Highway Matters & Sustainability

It should be recorded here that at the ST6 Workshop Officers contemplated the possibility that a compromise scheme could be acceptable provided it addressed the Council's identified concerns. The accompanying Landscape Appraisal (TPM Landscape) and Transport Issues (Bryan G Hall) reports have been updated to respond to the issues raised.

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## 2 STRATEGIC SITE WORKSHOP FEEDBACK

Following the submission of representations to the Preferred Options Consultation in January 2014, TW & LH, along with their Consultant Team, attended the City Council's Second Round of Strategic Sites Workshops on the 15<sup>th</sup> of May 2014 at West Offices.

The key issues/questions raised in respect of the scale and potential form of a larger development on the site were:-

### i) Landscape / Setting of York / Openness of Green Belt (PRINCIPAL ISSUE)

Views were expressed by the Council's Landscape Officer that the development as proposed by TW & LH towards the A64 would reduce the 'gap' between the edge of the built up area and the ring road which she considered to be one of the elements which contributes to the special character and setting of York. There was little discussion on the precise elements of the development of this site that Officers considered would 'offend'. Rather, the comments were very general and one of principle based upon general comments made by the Inspector in his January 1994 report on the Examination of the York Green Belt Local Plan, rather than any comprehensive assessment of this site in its current context.

Views were also re-iterated that the development of the larger site would reduce the separation between the City and Murton Village which would erode the City's rural setting. The previously proposed loss of Ridge & Furrow and historic field patterns in the North East part of the site were considered to contribute to this 'harm'.

### ii) Heritage (Ridge & Furrow)

The Council's Heritage Officer was not averse to the principle of the loss of some of the Ridge & Furrow but commented that the best examples, coupled with the field boundaries/patterns were evident in the North East corner and in 'balancing' the impact upon the Ridge & Furrow against our then extended development site, priority should be given to retention in this location.

### iii) Accessibility / Sustainability Linkages

Officers sought a greater level of understanding of:-

- how the site could be integrated with the existing sustainable transport network in this part of the City.
- how residents from the site would access the Park & Ride site across the A1079 to use the high quality and frequent bus service into York City Centre.
- whether there was potential for the routing of existing bus services through the site
- The Officers questioned the attractiveness of the sustainable transport routes.

### iv) Access Arrangements

Officers also questioned the appropriateness of a traffic signal-controlled junction at the primary site access (Hull Road) and the relationship/impact of generated traffic upon the movement along the A1079 corridor.

### 3 RESPONSE TO MATTERS RAISED

Since the Workshop TW & LH have commissioned further assessment work and further masterplanning. This has included a further updated/revised Landscape Assessment & Green Belt Review (TPM Landscape) and Transport & Accessibility Assessment (Bryan G Hall).

Notwithstanding further investigation of these matters in the context of the generalised issues raised by the Councils, Taylor Wimpey and Linden Homes' position remains as previously set out i.e. that their originally proposed extension to Site ST6 is acceptable in all respects. However, in the interests of moving this site forward positively with the Council's support, the illustrative proposals have been further revised (reduced) to demonstrate that the issues raised by the Council can be satisfactorily dealt with through the careful design and layout of the site. The responses to the matters raised are summarised below:-

#### Landscape Setting of York / Openness of Green Belt

The Revised/Updated Landscape & Green Belt Assessment by TPM Landscape (which accompanies these representations) has concluded, in respect of the revised proposals now submitted:-

- The land does not fulfil any of the 5 purposes of Green Belt (NPPF) or the characteristics identified in the York Green Belt Assessment (2003) criteria to any significant degree.
- The land does not exhibit any of the important 'Historical Setting' or 'Green Corridor' characteristics identified in the Local Plan Technical Papers to any significant degree.
- The landscape within which the site is located is not subject to any special local, regional or national protected designation.

- There are a limited number only of visual receptors. The site is well contained by the A64 ring road, the A1079 Hull Road and Murton Way to the north. The A64 forms a robust settlement boundary for York.

The landscape is of ordinary quality with some poor quality areas and contains detracting elements including overhead pylons, electricity substation, the A64 ring road and it lies on the fringes of the existing employment uses at Osbalwick Link Road. The important landscape features within the site, predominately several large (though poor quality) trees and hedgerows, will be retained and enhanced as part of any development proposals. The areas of ridge and furrow are no longer included in the proposed development site.



EXTRACT FROM REVISED ILLUSTRATIVE MASTERPLAN

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Our response to the comments of the Council's Landscape Officer and English Heritage to our Preferred Options submission are as follows:-

- In the Council's earlier Local Plan preparation work the whole of the site, now proposed for a residential-led mixed development, was recommended by Officers as suitable for development. It is understood that Members did not accept the recommendation principally due to the occurrence of ridge and furrow within the site which was considered, by Members, to represent a heritage asset contributing to the character and setting of the City. It was also considered by Members that the development would lead to the coalescence of York with Murton. Together, these reasons were considered to justify the inclusion of most of our proposed housing site in the green belt as currently set out in the emerging plan.
- The English Heritage response to the Preferred Options has cited the York Green Belt Local Plan (YGBLP) Inspector's report of January 1994 in support of the Green Belt attributes of this site.

We do not accept this assessment and our responses are as follows:-

#### Ridge & Furrow

This is dealt with specifically in the Heritage Section below which identifies that the Ridge & Furrow field systems on the site are not designated heritage assets and are of no more than local importance. They do not represent a complete and/or well preserved example of a medieval field system. Notwithstanding, our revised development site boundaries exclude the entirety of the ridge and furrow land.

#### Coalescence with Murton

The embanked A64 trunk road to the north east of the site provides a strong physical and visual barrier which precludes any sense of Murton coalescing with the York urban area.

This separation will be reinforced by the exclusion of the areas of ridge and furrow from the development site and by the relocation of the proposed employment area away (set back) from Murton Way.

It also needs to be emphasised that coalescence of an urban area with an adjacent and related village is – and never has been – a purpose of green belt. We make no judgement on the merits or otherwise of preventing coalescence in such circumstances other than to say that this is more properly achieved by landscape/ strategic gap policies. In the current case, however, the embanked A64 itself provides an un-breachable barrier to coalescence which, coupled with the 'gap' along the eastern boundary of the site will ensure this never happens.

The coalescence (or lack of) point is assessed in detail in the updated accompanying Landscape Appraisal prepared by TPM Landscape.

#### Purpose & Characteristics of the York Green Belt

It is acknowledged that the YGBLP Inspector's report provides the only independent city-wide appraisal so far of the York green belt. However, it is important to put the report and the Inspector's conclusions in context. Specifically, as the Inspector recognises, "permanence" in relation to green belts must be used *in the context of the operation of a policy; also that the long term nature of green belt implies a duration not merely to the end of any current plan period but to such time as circumstances are **so different** that the underlying purpose of the green belt has to be considered in a wholly different context.* (Inspector's report para A7.25 – our emphasis)

The Inspector goes on to say that views of the city and especially the Minster which define thereby the location of the city centre and indicate the general scale and character of York are as important to the character and setting of York as the walled city and the green wedges. He says that the main test whether land on the periphery of York fulfils this prime green belt function should be a visual one, especially whether it is essential for that or any other green belt purpose for the site to remain open. (ibid paras A7.29 and A7.32)

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Against the City Council's low estimate of housing requirements up to 2006 and no projections beyond 2006 being available at the time of the YGBLP, the Inspector makes three points which are pertinent to the Council's current site selection process generally and the land at Grimston Bar in particular, namely

1. All of his conclusions and recommendations were based on then-current adopted strategic policies; however, he goes on to say that:

*“Any major change of strategic approach, such as might follow from the placing of greater weight on the desirability of reducing travel distances and on increasing the compactness of urban areas, could lead to a fundamental reappraisal of the concept of a green belt and its replacement with, for instance, a series of “green slices” based on an extension of the present green wedges ...”*  
(para A7.29)

The need to promote sustainable patterns of development, as required by NPPF, fundamentally changed the focus of development site selection requiring sites on the edge of the urban area to be treated as sequentially preferable to a dispersed pattern of development unless these are overriding reasons for keeping the site(s) open. In our view, no such overriding issues exist at the land at Grimston Bar.

2. Importantly, in considering the setting of York, the Inspector considered that ***in general*** there would be serious harm to views of the city from the ring road if development were permitted to come right up to the latter and even more so if it passed beyond it (para A7.28). That is to say, he recognised that in some locations developments close or up to the ring road could be acceptable.

3. The Inspector also recognised that in some places views of York from the ring road detract from the overall character of the city because of their harshness or illogicality and that in these places development might be an improvement, assuming careful layout and design and the use of suitable landscape treatment.

We consider Grimston Bar is one such location where a carefully designed development can enhance the setting of the city by negating existing detracting features.

In the same vein, the representations of the then-York City Council as recorded in the Inspector's report, include the following:

- Although the City of York Council took part in the [background research into the Local Plan] they do not accept that York has reached its limit of safe growth. ***Not all of the undeveloped land round York plays an essential part in preserving its character; much of it is merely mundane.*** There is not necessarily an objection to a tight inner boundary, however, provided that enough land is left within it to meet future development needs, including affordable housing. In so far as there is uncertainty over those development needs, it would be preferable to err on the side of excluding too much land from the green belt. (our emphasis throughout).

Planning policy has, indeed, changed fundamentally since the YGBLP Inspector's report was published and the current imperatives of concentrating new development within urban areas or in sustainable urban extensions and reducing car-borne travel, as foreseen by the Inspector, fully justify a review of peripheral sites round York.

The Landscape Appraisal accompanying these submissions confirms that the site is not of high landscape value and is affected both directly and indirectly by the detracting features of the A64 road, on-site pylons and the grid site to the west.

The open area between the A64 road and edge of the urban area in this locality (including the development site currently proposed by the Council) is not sufficiently wide to create an impression of a city lying within an agricultural/countryside setting and the top of the Minster tower can be viewed only fleetingly and obliquely from the ring road as it passes the site, and not at all from within the site. Reducing the width of the open area as now proposed by TW/LH would not therefore compromise the “city set in countryside” character or setting of York. We conclude that the allocation of the larger area now proposed would not conflict with the main purpose of the York Green Belt.

As to the other green belt purposes:

- correctly defining the inner boundary of the green belt with appropriate areas of land being excluded to meet identified and longer term development needs will itself check the unrestricted sprawl of York.
- there is no proximate town with which York could potentially merge
- as above, correctly defining the inner boundary of the green belt will assist in safeguarding the countryside from encroachment

The emerging Local Plan seeks to maximise the redevelopment of urban brownfield sites whilst acknowledging the technical and financial difficulties in bringing them forward and the resultant impact on delivery timescales. Nonetheless, it is agreed by the Council, that there is a need to release significant areas of land on the periphery of the York urban area if the assessed development needs of the area are to be met. Failure to do this will result in pressure on the green belt and compromise its permanence. In this connection, we take this opportunity to reiterate our previous submissions that the Preferred Options Local Plan assumes residential densities which are not achievable without adversely affecting the character of the areas/settlements concerned and/or do not meet the needs of the current housing market.

#### Heritage (Ridge & Furrow)

A detailed assessment of the Ridge & Furrow on the site and the surrounding area has been undertaken as requested by the Council's Heritage Officer. As set out in the accompanying Ridge & Furrow Updated Assessment, it is has been further clarified that :-

- The earthworks are non-designated heritage assets of local significance only and, based on current information, they do not fall within a locally designated Area of Archaeological Priority.
- The integrity of the earthworks on site has been compromised in part by later agricultural activities and the enclosure of the landscape in the 18th and 19th

centuries; but also by the construction of the A64 which has effectively severed the remains from their connection with historic Murton to the east. The remains as they survive therefore do not represent a complete and well preserved example of a medieval field system.

- The earthworks are not unique to this part of York with other examples surviving including those at Walmgate Stray, Hobmoor Stray, Shipton Road and those close to the proposed allocation site at the deserted medieval village of Grimston.

The earthworks within the site are considered as being of local significance based on the commonality of the resource within the local and wider context and their fragmented state and degraded condition do not warrant their preservation when balanced against the development needs of the City.

Notwithstanding the above, Taylor Wimpey & Linden Homes, in response to the matters raised by John Oxley (Heritage Officer) have reduced the size of the proposed site to exclude all ridge and furrow which also excludes from the developed site those areas where remnants of old field boundaries remains.



# LAND EAST OF GRIMSTON BAR SUSTAINABILITY AND ACCESSIBILITY

Cycle route from site into York City Centre and beyond via The Way of the Roses



(segregated route near Derwenthorpe)

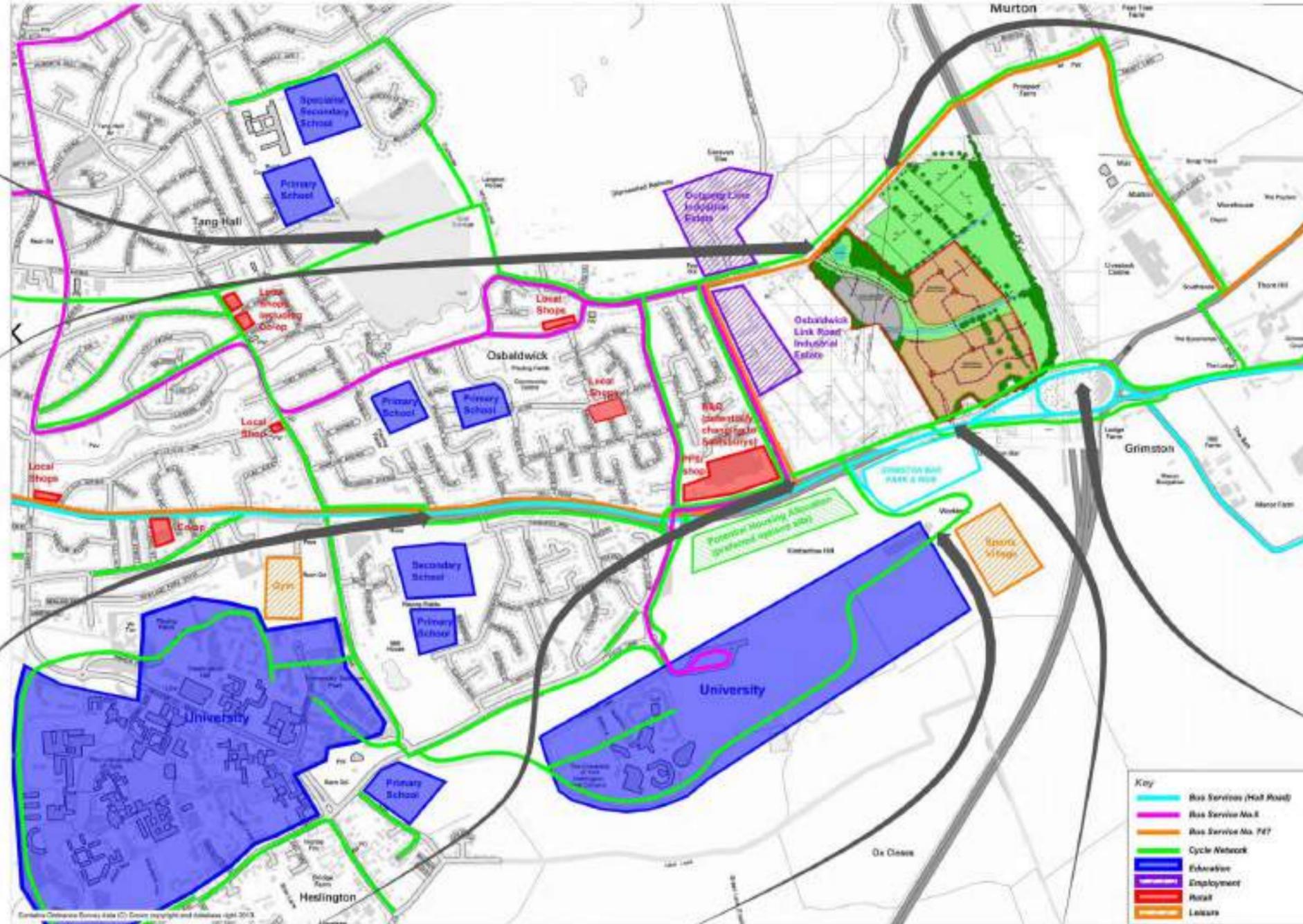
Access to the site from Murton Way with off carriageway pedestrian and cycle provision



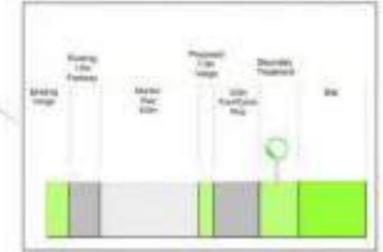
Existing Bus Priority Measures along the Hull Road corridor



(Bus Lane and Gate on Hull Road)



Enhancements to National Cycle Network Route 66 The Way of the Roses from the site to Osbaldwick Link Road



Potential route through the site for Bus Services 6 and 747



Potential further enhancements to Grimston Bar Interchange, three lanes on overbridges (subject to cumulative traffic impact assessment being undertaken by CYC)



Pedestrian and cycle facilities at Osbaldwick Link Road junction



Pedestrian and Cycle link to University of York and associated facilities



Proposed signalled site access enhancing pedestrians links to Park and Ride

## Sustainability/Accessibility Linkages & Measures

As illustrated on the previous page the site is in a sustainable location that is well served by existing high quality and high capacity infrastructure:

- The site benefits from existing public transport, walking and cycling facilities in the immediate vicinity which could be utilised by employees and residents of the development to ensure the use of sustainable transport modes is maximised.
- As part of the development of the wider site there would be clear opportunities (through site linkages & critical mass of population) to extend or divert bus services through the site. i.e bus services number 6 & 747 which currently run along Osbaldwick Link Road. A bus gate could be provided within the site to ensure general traffic does not utilise the site as a through route.
- Murton Way on the northern boundary of the site provides the opportunity for convenient pedestrian/cyclist linkages to the surrounding areas of Osbaldwick, Derwenthorpe, Tang Hall, Heworth via The Way of the Roses Cycle Route and Murton Village and the City Centre and beyond.

The result of the above, and the other measures, provides an opportunity to reduce private car trip rates from those usually associated with edge of settlement developments thus reducing the impact of the delivery of the Council's housing requirements upon the local and strategic road network.

Development economics dictate that a larger development allocation on land at Grimston Bar would allow the Development Group to contribute to the further improvement of the Grimston Bar Interchange at the A1079/A64 (T) (should the Council's cumulative transport impact assessment indicate this to be necessary) to assist in mitigating the cumulative impact of development traffic associated

with City of York Council's development proposals across the network and wider sustainability improvements.

The Updated Transport Issues Report (Bryan G Hall) accompanies these representations and responds directly to the issues raised by the Council's Officers.



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## Noise & Air Quality

The revised illustrative masterplan provides for an even greater separation between the residential development areas and the A64. Moreover, it demonstrates how a significant separation/buffer can be delivered around the proposed Light Industrial Business Park to ensure that the residents on the proposed site, and those within the existing properties, are afforded a good level of amenity – both internally and externally.

The site is not located within an Air Quality Management Area. Given the nature of uses proposed it is not considered that the development would lead to any adverse Air Quality Impacts upon the surrounding area both during construction and thereafter. The stand-off from the A64 is considered to be sufficient for concentrations of NO<sub>2</sub> to be under the objective value at the closest properties.

In respect of road traffic emissions, as demonstrated in the Highways Report prepared by Bryan G Hall, the sustainable location of the site and its accessibility to a wide range of sustainable transport modes will result in below average private car trip rates compared to similar developments in edge of settlement locations

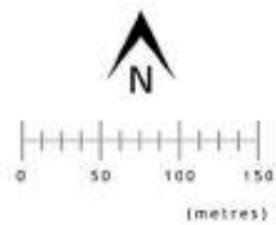


4 REVISED ILLUSTRATIVE MASTERPLAN

Taylor Wimpey

Linden HOMES

-  BOUNDARY / BUFFER PLANTING
-  PROPOSED GREEN SPACES INCORPORATING EXISTING FEATURES
-  PROPOSED NETWORK OF PEDESTRIAN ROUTES / CONNECTIONS
-  POTENTIAL RESIDENTIAL DEVELOPMENT AND ANCILLARY USES
-  POTENTIAL LIGHT INDUSTRIAL BUSINESS PARK
-  PRIMARY VEHICULAR ROUTES THROUGH THE PROPOSED DEVELOPMENT
-  KEY NODAL POINTS THROUGHOUT DEVELOPMENT
-  EXISTING HEDGEROWS AND TREES RETAINED WITHIN PROPOSALS



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## 5 CONCLUSIONS / WAY FORWARD

The current strategic allocation (ST6) as proposed by the Council will deliver a modest sustainable and deliverable residential extension to this part of York which is acceptable in all respects. This is fully supported by both Taylor Wimpey & Linden Homes who are committed to delivering high quality housing upon it at the earliest opportunity.

However, the scale and location of the entire landholding under the control of TW & LH, provides an opportunity to create a larger, more sustainable urban extension that can make a greater and more valuable contribution towards meeting the housing and employment needs of the City over the emerging plan period in a manner which will have no material impact on the character or setting of York.

Moreover, it is our conclusion that the sustainability of the development and its surroundings will be significantly enhanced by including local employment facilities and on-site recreational open space, and if required, shops and a pub, within the scheme.

The Revised Illustrative Masterplan submitted indicates a mixed use development made up of:-

- Residential – Circa 11.5ha (approx. 400 dwellings @ 35dph) with associated ancillary commercial uses
- Light Industrial Business Park (North East) – Circa 2.25 ha
- Open Space / green areas / buffer planting (within red line) = approx. 5.27Ha

The illustrative proposals set out in this submission are one of a number of options of the how a larger site than currently proposed by the Council could be developed, consistent with the Council's environmental and heritage parameters also maintaining a 'gap' between the edge of the built up area and the A64 ring road which others (though not TW, LH or their professional advisers) consider as one of the elements contributing to the special character and setting of York. Moreover a 'gap' between the edge of the City and Murton would be maintained, again in perpetuity.

It is proposed, for the reasons set out, that a larger allocation and scale of development is fully justified on this site. It will assist with the delivery of the development and growth requirements of the emerging Local Plan in a wholly sustainable manner.

It should be noted that the land to the north and east of the proposed development site remains under the control of the Grimston Bar landowners consortium and would be available for additional landscaping and for recreational open space provision suitable for the location – that is informal landscape dominated facilities rather than hard play (e.g MUGAS) or facilities requiring floodlighting.



# Land East of Grimston Bar

## Transport Issues Technical Report

July 2014

LAND EAST OF GRIMSTON BAR

ON BEHALF OF  
GRIMSTON BAR DEVELOPMENT GROUP

**TRANSPORT ISSUES TECHNICAL REPORT**

Report by: Martin Crabtree

Bryan G Hall  
Consulting Civil & Transportation Planning Engineers  
Suite E8, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

Ref: 13-315-002.01

July 2014

Report Reference No: 13-315-002.01

	Name	Signed	Date
Report prepared by	Martin Crabtree		16/7/14
Report checked by	Stuart Wilkins		16/7/14

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## APPENDICES

<b>Appendix BGH1</b>	Site Location Plan
<b>Appendix BGH2</b>	Extract from Technical Officer Assessments
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<b>Appendix BGH6</b>	Accessibility and Sustainability Plan
<b>Appendix BGH7</b>	TRICS Output
<b>Appendix BGH8</b>	Tempro Output
<b>Appendix BGH9</b>	LINSIG Output

## 1.0 INTRODUCTION AND BACKGROUND INFORMATION

- 1.1 This Technical Report forms part of a technical submission in relation to promotion of land to the east of Grimston Bar through the emerging City of York Local Plan for a residential led mixed use development (residential, light industrial and ancillary commercial uses). The site is located east of Osbaldwick bounded to the north and north-west by Murton Way, to the east by the A64 (Trunk Road), to the south by A1079 Hull Road and to the south west and west by a National Grid installation and open fields. The site is shown on the plan attached at **Appendix BGH1**.
- 1.2 A smaller area of the site is currently proposed to be allocated (City of York Local Plan Preferred Options Report June 2013) for 154 dwellings and whilst this is supported, this document has been produced to reinforce earlier submissions that a larger portion of the site is suitable for a mixed use development. A potential layout of the site is illustrated on a broad masterplan which accompanies the representations.
- 1.3 In June 2014 CYC published a 'Further Sites Consultation', which seeks views on the merits of additional sites submitted following the consultation of July 2013, and on proposed changes to sites already identified in the 2013 "Preferred Options" consultation.
- 1.4 Appendix 5 of 'Further Sites Consultation' provides Technical Officer Assessments of the proposed changes to the strategic sites including 'ST6 Land East of Grimston Bar' which is attached at **Appendix BGH2**. The assessment recommends "No proposed change to Local Plan Preferred Options allocation boundary" and the summary notes in relation to highways and transport state:
- "The A1079 access options put forward in the transport assessment are unlikely to be acceptable given the impact of a signalised junction on the flow of traffic on the A1079 and Grimston Bar gyratory. Serious concerns exist around the extent of trips being made by foot, cycle or public transport, and sustainability of this location. Further detailed analysis would be needed to evidence the proposal."*
- 1.5 This Technical Report aims to address the issues raised in the 'Technical Officer Assessment' and these issues are discussed in greater detail in Section 8.0.

## 2.0 RELEVANT TRANSPORT PLANNING POLICY

### Introduction

- 2.1 This section identifies and summarises key national and local policy documents which are relevant to the proposed scheme. In summary, the primary policy has been sourced from national guidance, and the new planning agenda has been recognised where appropriate. The National Planning Policy Framework document presents a more relaxed approach, with clear emphasis on promoting development to drive the economy. The emphasis is on sustainable development.

### National Policy

- 2.2 The development proposals have been considered in light of the guidance within the following core documents:

- National Planning Policy Framework (NPPF-2012); and
- The 2004 Transport White Paper.

### National Planning Policy Framework

- 2.3 National Planning Policy Framework was published in March 2012 and sets out the Government's aims for achieving sustainable development. Within the Ministerial Foreword NPPF states that:

*"Development that is sustainable should go ahead, without delay"*

*"...We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer to us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate..."*

*"...In order to fulfil its purpose of helping achieve sustainable development and, indeed, state that there is a presumption in favour of sustainable development..."*

- 2.4 NPPF recognises that there are three dimensions to sustainable development as follows

- An economic role – contributing to building a strong, responsive and competitive economy, ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and

innovation and by identifying and coordinating development requirements,

- A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently and minimise waste and pollution.

2.5 Paragraph 14 considers that there is a presumption in favour of sustainable development and that this should include approving development proposals that accord with the development plan without delay.

2.6 Chapter 4 ‘Promoting Sustainable Transport’, notes that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major public transport infrastructure;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.

2.7 In Paragraph 29 it is stated that ‘Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives...However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.’ Paragraph 49 continues that ‘Housing applications should be considered in the context of the presumption in favour of sustainable development.

2.8 NPPF also states that:

*“Development should only be prevented or refused on transport grounds where the residual impacts of development are severe.”*

## Guidance on Transport Assessment

2.9 This document published by the Department for Communities and Local Government and the Department for Transport provides guidance on the preparation of Transport Assessments to address the potential implications of development proposals on the entire transport system (buses, rail and trams), the Strategic Road Network (SRN), local highways and footways.

2.10 Paragraph 1.19 sets out that the following considerations are relevant in preparing a Transport Assessment.

### Environmental sustainability

- Reducing the need to travel, especially by car – reducing the need for travel, reducing the length of trips and promoting multi-purpose or linked trips by promoting more sustainable patterns of development and more sustainable communities that reduce the physical separation of key land uses.
- Improving sustainable transport choices – by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- The accessibility of the location – the extent to which a site is, or is capable of becoming accessible by non-car modes, particularly for large developments which involve major generators of travel demand.
- Other measures which may assist in influencing travel behaviour (ITB), achieving reductions in car usage (particularly single occupancy vehicles), by measures such as car sharing/pooling, High Occupancy Vehicle (HOV) lanes and parking control.

### Managing the existing network

- Making best possible use of existing transport infrastructure – for instance by low cost improvements to the local public transport network and using advanced signal control systems, public transport priority measures (bus lanes), or other forms of Intelligent Transport Systems (ITS) to improve operations on the local highway network. It should be noted the capacity of existing public transport infrastructure and footpaths is finite and in some areas overcrowding already exists.
- Managing access to the highway network – taking steps to maximise the extent to which development can be made to ‘fit’ within the available capacity by managing access from developments onto the highway network.

#### Mitigating residual impacts

- Through improvements to the local public transport network and walking and cycling facilities – for example by extending bus routes and increasing bus frequencies and designing sites to facilitate walking and cycling.
- Through minor physical improvements to existing roads – it may be possible in some circumstances to improve the capacity of existing roads by relatively minor physical adjustments such as improving the geometry of junctions etc, within the existing highway boundary.
- Through provision of new or expanded roads – it is considered good transport planning practice to demonstrate that the other opportunities above have been fully explored before considering the provision of additional road space such as new roads or major junction upgrades.

2.11 Paragraph 4.3 states the assessment should address the following issues using an iterative approach to ensure that the stages of the Transport Assessment are not approached in isolation.

- Reducing the need to travel, especially by car – ensure, at the outset that thought is given to reducing the need to travel by a careful consideration of the types of uses (or mix of uses) and the scale of development to promote multipurpose or linked trips.
- Sustainable accessibility to promote accessibility by all modes of travel, in particular public transport, cycling and walking, assess the likely travel behaviour or travel patterns to and from the proposed site and develop appropriate measures to influence travel behaviour.
- Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that sustainable measures are proposed to manage these impacts.
- Mitigation measures – ensure as much as possible that the proposed mitigation measures discourage avoidable physical improvements to highways and promote innovative and sustainable transport solutions.

2.12 The guidance states that when appraising the impact of the proposed development the impacts should be considered in the context of two alternative scenarios: ‘with development’ and ‘without development’ to enable a comparative analysis of the transport effects of allowing the development to take place.

2.13 Paragraphs 4.45 to 4.52 set out assessment years in respect of undertaking a capacity analysis of the transport network. The guidelines recommend that in

addition to the opening year for the local transport network the development proposal should normally be assessed for a period of no less than five years after the date of registration of a planning application to accord with the planning horizon for Local Transport Plans.

### Local Policy

#### Local Plan Preferred Options June 2013

- 2.14 The Local Plan for York will include a vision for the future development of the city and spatial strategy and covers both strategic policies and allocations, alongside detailed development management policies.
- 2.15 The Preferred Options Local Plan document draws on background documents prepared during earlier plan preparation exercises.
- 2.16 The emerging Plan stated that through the development of identified Strategic Sites, the Local Plan will help deliver a fundamental shift in travel patterns by:
- *promoting sustainable connectivity through ensuring that new development is located with good access to high quality public transport and to the strategic cycling and walking network;*
  - *reducing the need to travel, through ensuring that new development is located with good access to services; and*
  - *ensuring that sustainable transport provision and planning is a key component of future development and subsequent operation.*

It goes on to state:

- *The plan will identify viable and deliverable housing sites with good access to services and public transport to meet the housing needs of the current population and the future population linked to the city's economic growth ambitions.*

#### Policy T1: Location and Layout of Development

- 2.17 The Local Plan for York will include a vision for the future development of the city and spatial strategy and covers both strategic policies and allocations, alongside detailed development management policies.
- 2.18 The Preferred Options Local Plan document draws on background documents prepared during earlier plan preparation exercises.

2.19 The emerging Plan stated that through the development of identified Strategic Sites, the Local Plan will help deliver a fundamental shift in travel patterns by:

- promoting sustainable connectivity through ensuring that new development is located with good access to high quality public transport and to the strategic cycling and walking network;
- reducing the need to travel, through ensuring that new development is located with good access to services; and
- ensuring that sustainable transport provision and planning is a key component of future development and subsequent operation.

It goes on to state:

- The plan will identify viable and deliverable housing sites with good access to services and public transport to meet the housing needs of the current population and the future population linked to the city's economic growth ambitions.

2.20 The proposal for a mixed use development would be in accordance with the requirements set out in the Preferred Options Local Plan document. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport modes are maximised. The site is located with employment, leisure and educational facilities nearby to again minimise journey lengths. Furthermore by providing a development with a mix of both residential and employment land uses it will assist in minimising the need to travel by the private car.

### Policy T1: Location and Layout of Development

2.21 Transport Policy is defined in the Preferred Options Local Plan document, which suggests that:

*New development will only be permitted where:*

- *It is in a location and has an internal layout that gives priority to the needs of pedestrians, cyclists and users of public transport, or through obligations, conditions and other provision, can give such priority. In particular the development should provide safe, convenient, direct and appropriately signed (and where feasible, overlooked) access to new or existing strategic or local transport services and routes, or local facilities including:*

*a. high quality and frequent accessible public transport services;*

- b. pedestrian routes;*
- c. cycle routes, including cycle routes on the local highway network;*
- d. the Public Rights of Way (PRoW) network, and*
- e. accessible local services and facilities.*

- *It is in a location that is well served by accessible high quality public transport, or through obligations, conditions and other means, can provide accessible high quality public transport.*
- *It is within reasonable distance of an existing or proposed cycle route.*
- *It provides appropriate, well designed, convenient, safe and secure parking for vehicles and cycles. Cycle parking should also be covered or otherwise weather protected and secure.*
- *It is in a location and has an internal layout that gives high quality access for people with mobility impairments enabling a similar or better level of access to travel which existed before the development commenced.*
- *Existing Public Rights of Way (PRoW) are retained (and enhanced where required) in the development, fully integrated within any required landscaping condition, or diverted/extinguished, provided the Council is satisfied that it is necessary to divert/extinguish the PRoW in order to enable development to be carried out. Any retained (and enhanced) or diverted PRoW shall provide at least an equivalent level of convenience, safety and amenity to the existing PRoW. An extinguishment will only be considered where a diversion is deemed not feasible.*
- *It retains (and enhances where required) existing strategic or local cycle and pedestrian links, that are not shown on any of the authority's highway records (List of Streets maintainable at the public expense/Definitive Map and Statement of Public Rights of Way) within the development, and ensure that they are fully integrated within any required landscaping condition, or are otherwise provided to at least an equivalent level of convenience, safety and amenity within the development.*
- *It has direct access to the adopted highway network or, through obligations, conditions and other means, will have such direct access provided.*

*For public transport to be classed as "accessible" it should meet the following criteria:*

*In sub-urban locations and villages:*

- *400m maximum safe walking distance to bus stops on other bus route(s) operating at least every hour.*
- *A railway station within a 15 minute cycle time.*

*These criteria apply to all parts of the development.*

*For public transport to be classed as “high quality” the following criteria shall be met:*

- *vehicles shall, as a minimum, meet Euro IV emission standards*  
*bus stops shall have:*
- *Bus stop pole and flag showing service number(s).*
- *visibility impaired readable timetable, illuminated at night time.*
- *shelter (with seating)*
- *proprietary bus-boarding kerbs*
- *passenger transport information screen (real-time display)*

*For the distance to an existing or proposed cycle route to be classed as “reasonable” they should be within or partly within 530m.*

*For local services and facilities to be classified as “accessible” they should be within a 5 minute safe walk time (nominally 400m). This criterion applies to all parts of the development.*

2.22 This site conforms to the majority of the requirements as set out in Policy T1. Those issues which the site does not currently conform to (such as some of the criteria to meet the requirements for “high quality” public transport) can be addressed at the design stage of the site, or via Section 106 obligations.

2.23 Policy T2: Strategic Public Transport Improvements identifies that the Plan will support the implementation of strategic public transport infrastructure.

2.24 Policy T3 identifies that the Plan will support any proposals that will increase the capacity and accessibility of the York Railway Station. Paragraph 23.19 of Section 12 notes that York Rail Station is one of the main interchange points in York, allowing bus-to-bus and bus-to-rail changes.

### **City of York Local Transport Plan 2011-2031 (LTP3)**

2.25 The City of York Local Transport Plan 2011-2031, sets out the transport policies and measures that will contribute to the City’s economic prosperity over the next 20 years, whilst meeting challenging national and local targets for reducing emissions.

2.26 The LTP states the priority:

*“.....is to provide a high quality, well planned, fully integrated and efficiently operated traffic network to reduce the impact of future growth in jobs and housing and to enable the City to continue to function.”*

2.27 The LTP3 Vision is:

*“To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:*

- *has people walking, cycling and using public transport more;*
- *makes York easier to get around with reliable and sustainable links within its own area, to adjacent areas and cities and the rest of the UK;*
- *enables people to travel in safety, comfort and security, whatever form of transport they use;*
- *provides equal access to opportunities for employment, education, training, good health and leisure for all; and*
- *addresses the transport related climate change and local air quality issues in York.”*

2.28 The proposal for a mixed use development on this site would be in accordance with the requirements set out in the Local Transport Plan. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport modes are maximised. The site is located with employment, leisure, shopping and educational facilities nearby to again minimise journey lengths. Furthermore by providing a development with a mix of both residential and employment land uses it will assist in minimising the need to travel by the private car.

### 3.0 EMERGING LOCAL PLAN EVIDENCE BASE AND SITE SELECTION CRITERIA RELEVANT TO THE SITE

3.1 The Local Plan Preferred Options (June 2013) included a section on transport. Section 12 'Get York Moving' and this section looks at:

*'.....reducing the need to travel by promoting sustainable connectivity though ensuring new development has access to high quality public transport, cycling and walking networks.'*

On page 249 the Key Evidence Base on Transport is noted as:

- Transport Implications of the City of York Local Plan Preferred Options (2013)
- York Station Conservation Development Strategy, Final Draft (2012)
- 2011 Census, Vehicle Ownership and Travel Data (2012)
- City of York Low Emission Strategy (2012)
- City of York Council Local Transport Plan 3 2011-2013 (2011)
- City of York Council Local Transport Plan 2011-2013, Background Document – Evidence (2011).

#### Transport Implications of the City of York Local Plan Preferred Options (2013)

3.2 This paper presents the analysis of the implications for transport arising from the proposed growth assumptions within the Local Plan Preferred Options document. Paragraph 7 presents data benchmarking York's performance in terms of traffic congestion against 'comparable towns'. The final sentence of paragraph 7 notes:

*'Taking into account the highly constrained nature of the highway network, it could be argued that congestion in York is not excessive at present, although this may be contrary to public opinion.'*

3.3 Paragraph 11 notes that the City's SATURN Strategic Transport Model has been used to determine the impact of the development projections on the highway network over the 15 year Plan period. Paragraph 15 goes on to note the following limitations of the model include:

- It does not explicitly model walking and cycling
- It does not fully take into account any decisions of whether to not make a trip or to change the time when a trip is made (peak spreading)

- Trip elasticities (i.e. the propensity to change modes) for car users may not reflect the impacts of increased congestion in the future, as these may change if congestion increases substantially
- It makes broad assumptions for proposed connections to the network from new development.

3.4 Paragraph 37 identifies potential mitigation options and their likely impacts as set out below:

- Smarter Choices (Behavioural change, sustainable travel promotion, bus subsidy etc). This could bring the delay multiplier down by between 26% and 46%.
- More off peak travel (peak spreading). There is approximately 24% and 21% spare capacity in the one hour pre and post peak hour respectively, enabling the transfer of trips out of the peak hour to take place. Peak spreading might be encouraged through promotion of flexible working.
- Traffic management efficiencies. These could produce delay savings of up to 5%.

3.5 In November 2011 CYC held a workshop on the Transport Infrastructure Needs of the York Local Plan. The Parsons Brinckerhoff presentation notes that the location of new development and development densities play an important role in travel behaviour. Page 19 of the presentation presents research on the level of trips captured by local facilities. For a newsagent and primary school, the percentage of trips for this purpose made to local facilities on foot range between some 25% to 35%.

3.6 Page 37 notes the ongoing technical work to model the cumulative effects of the emerging Plan and that the revised modelling forecasting uses Tempro trip rates to provide a revised (reduced) reference case.

#### Further Sites Consultation – Appendix 5: Changes to Strategic Sites – April 2014

3.7 As noted earlier at paragraph 1.4 and attached at **Appendix BGH2**, the site has been taken to Technical Officer Group for assessment. The Technical Officer Assessment of the Boundary Changes relating to highways and transport are summarised below:

- The A1079 access options put forward in the transport assessment are unlikely to be acceptable given the impact of a signalised junction on the flow of traffic on the A1079 and Grimston Bar gyratory.

- Serious concerns exist around the extent of trips being made by foot, cycle or public transport, and sustainability of this location.

3.8 This Technical Note will consider and address each of the above points in detail and Section 8.0 provides a summary response that addresses each point in turn.

## 4.0 DESCRIPTION OF EXISTING TRANSPORT NETWORK

- 4.1 The site is bounded to the north and north west by Murton Way, to the east by the A64 Trunk Road, to the south by A1079 Hull Road and to the south west and west by a National Grid installation and open fields. The site has a combined frontage of some 125.0 metres on to the A1079 Hull Road between Meadowville and Grimston Lodge and opposite Bingley House. The A1079 Hull Road is a dual carriageway as it passes the site. A plan showing the site in the context of the surrounding transport network is attached at **Appendix BGH1**.

### Highway Network

- 4.2 In the vicinity of the site the A1079 is an all-purpose urban dual carriageway subject to a 40 mph speed limit and is lit. There are bus lay-bys and a shared footway/cycleway route along its length. A traffic survey undertaken on 10th March 2011 shows the A1079 past the site carries some 2798 vehicles during the morning peak hour (8:00am – 9:00am) and some 2490 during the evening peak hour (5:00 pm – 6:00 pm). This section of the A1079 has a traffic carrying capacity of some 6000 vehicles per hour and it can therefore be seen that the link itself is currently operating at some 46% of this capacity.
- 4.3 The A1079 to the west of the site is a bus priority zone with bus priority signals at the nearby Grimston Bar Park & Ride / University of York access and the junction with Osbaldwick Link Road. Further bus priority is provided at the Hull Road/Field Lane junction to the west.
- 4.4 The nearby A64/A1079 Interchange is a signalised grade separated junction that provides all moves access to the A64(T). The A64(T) is a high standard, all purpose, dual carriageway that forms the eastern and southern sections of the York Outer Ring Road. The A64(T) provides grade separated junctions with A1079 at Grimston Bar, A19 at Fulford Interchange and Tadcaster Road arterial corridors with York. It also provides a link to the wider Strategic Road Network, primarily the A1(M).
- 4.5 The A1079/A64 Interchange operates under MOVA control. To improve the capacity of the junction, a third lane was recently introduced to the circulatory carriageway on both the east and west sides of the junction and further improvements have recently been completed to provide a left slip lane on the northbound off slip from the A64, and to the A1079 exit to provide two full lanes onto Hull Road east of the junction.

- 4.6 A requirement of the planning permission for York University's Heslington East Campus development is a financial contribution towards improvements to this junction. These works have yet to be implemented; however, they would result in a third lane being introduced to the circulatory carriageway on both north and south overbridges. In effect at this stage the whole of the A1079/A64 Interchange will be three lanes wide, significantly increasing the road carrying capacity at the junction.
- 4.7 A further requirement of the Heslington East Campus is to regularly monitor the traffic generation from the University development. It is noted that the developer's highway consultants, AECOM Transportation, have advised that traffic levels are currently lower than was predicted at the time of the planning application and therefore the further improvements to Grimston Bar Interchange have not yet been programmed.
- 4.8 Murton Way provides vehicular and non-vehicular access to the residential areas of Osbaldwick, Tang Hall and Heworth to the west and Murton Village to the east. It performs the function of a local access road and the site frontage onto Murton Way is some 400 metres in length. It is also a designated cycle route within the City of York Council Cycle Network 'The Way of the Roses' and has a footway on the north side.
- 4.9 A1079 Hull Road is a bus route with services 8, 14, 18A, 45, 46, 195, 196, X4, X46 and X47 from the City Centre to destinations including the Heslington East campus, Stamford Bridge, Holme-on-Spalding-Moor, Pocklington, Bridlington, Market Weighton and Hull. There are existing bus lay-bys on the A1079 adjacent to the site.
- 4.10 The Grimston Bar Park and Ride site is located to the south of the A1079 some 80 metres to the south of the southern site boundary. The Park and Ride site provides a 10 minute frequency service that stops at Badger Hill shops and Morrisons and Waitrose supermarkets on the fringe of the city centre, before travelling to the city centre at Piccadilly. As part of the Heslington East Campus development the access into the Park and Ride site from Hull Road was converted to a signalised all movement junction providing signalised pedestrian crossing facilities across the A1079.
- 4.11 There is an off-road cycle track on Hull Road that passes the site and has a link into Grimston Bar Park and Ride facility and the University's Heslington East campus and Sports Village. This is part of an extensive network of both off-road and on-road cycle routes that covers the City Centre of York and the surrounding suburbs.

## Walking

- 4.12 The Institution of Highways and Transportation publication [2000] 'Guidelines for providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres). The document sets out the suggested acceptable walking distances to and from developments for commuting/school and other journeys.

### IHT Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

- 4.13 It is proposed that the development site would have a range of uses including housing, employment and elements of ancillary services such as some local commercial provision. This mix of land uses including ancillary commercial provision will assist in minimising the need to travel by the private car and increase the availability of services for residents of the site.
- 4.14 Notwithstanding the above, an accessibility audit has been undertaken to define the distances from various points of the site (edge of the site nearest the facility, centre of the site and furthest point within the site) to existing services in the vicinity of the site.

Accessibility Audit

Local Facility	Distance from Nearest point within the site (m)	Distance from the Centre of the site (m)	Distance from Furthest point within the site (m)	IHT Guidelines Acceptable (walk) (m)	IHT Guidelines Preferred Maximum (walk) (m)
Nearest Bus Stop (other than on site) – Hull Road	20	300	600	300	400
Park and Ride Bus Stop – Grimston Bar Terminus	150	450	750	-	-
Food Retail (other than on site) - Sainsbury's Local Farndale Avenue	850	1150	1250	800	1200
Primary School - Osbaldwick Primary School	1300	1600	1900	1000	2000
Secondary School - Archbishop Holgate's School	1500	1800	2100	1000	2000
Employment (other than on site) – Outgang Lane Industrial Estate	230	530	830	1000	2000

4.15 The table demonstrates that the majority of the site is with the guideline distances specified for relevant services as set out by the Institution of Highways and Transportation. Clearly providing services on the site itself would further enhance the provision for residents. That together with a mix of residential and employment opportunities on the site further minimises the need to travel by the private car.

**Cycling**

4.16 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometres. The former PPG13 from March 2001 states that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."

- 4.17 The site has a frontage with Murton Way to the north, which is a designated cycle route with the City of York Cycle Network and is part of the National Cycle Network Route 66 known as The Way of the Roses. The site presents the opportunity to create a dedicated off road facility along the site frontage which could extend through to the junction with Osbaldwick Link Road and would form a significant enhancement to this route. There are also off-road cycle routes on the A1079 Hull Road that passes the site to the south, the site has a link into Grimston Bar Park and Ride facility and the University's Heslington East campus and Sports Village and beyond, and the site access proposals would allow a signalised crossing facility to be provided for the site across the A1079 which mirror the facilities provided at the Grimston Bar Park & Ride access.
- 4.18 The City Centre is accessible via these routes and is within 5 kilometres of the site. In addition York Railway Station is approximately 5 kilometres distant and offers secure, covered cycle storage. The City Centre is clearly within the 15 minute cycle time defined within the Local Plan Preferred Options June 2013 document for the site to be classed as accessible. The Way of the Roses Cycle Route on Murton Way provides a virtually traffic free route from the site all the way to the James Street Relief Road on the edge of York City Centre, from where access can be gained to the City Centre via relatively quiet on road routes.
- 4.19 The eastern half of the York urban area is within 5 kilometres of the site, as are the settlements of Murton and Dunnington and the Dunnington Industrial Estate and the Elvington Airfield Industrial Estates. There is therefore the opportunity for the employment provision to attract trips by cycle, for residents wishing to access the City Centre and the Railway Station and for links to be provided with established industrial areas in close proximity and also the University of York's two campuses together with York Science Park.

### Public Transport

- 4.20 The Institution of Highways and Transportation publication 'Planning for Public Transport in Development' states:
- "The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes"*
- 4.21 The nearest bus stops to the site are situated on Hull Road and are within 400 metres from the centre of the development and therefore accord with the requirements. The Park and Ride facility at Grimston Bar is located just outside of

the 400 metre walking distance, at 500 metres, however it is unlikely that this distance will form a barrier to those residents wishing to utilise the bus services available from the Park and Ride site given the frequency of service provided. The Park and Ride service will also be an attractive option for employees of the site to “back load” the service by using the service to travel to the site in the morning peak from the City Centre and then depart from the site in the evening peak toward the City Centre.

4.22 Set out in the table below is a summary of the existing bus services in the vicinity of the site.

Summary of Existing Bus Services			
Service	Route	Frequency	
		Monday – Saturday	Evenings & Sundays
6	Osbalwick – Tang Hall – City Centre – Hospital – Clifton Moor	10-15 minutes	30-60 minutes
8	Grimston Bar – City Centre (Park and Ride)	10-15 minutes	10-15 minutes
10	Stamford Bridge – Dunnington – City Centre – Poppleton	30 minutes	60 minutes
14	York Sport Village – City Centre	30 minutes	No service
18A	York – Wheldrake – Holme-on-Spalding-Moor	No service	120 minutes (Sunday)
45/46	York – Pocklington – Bridlington	Infrequent service	Infrequent service
195	York – Elvington – Melbourne – Pocklington	Infrequent service	No service
196	York – Elvington – Aughton	Infrequent service	No service
747	York - Murton - Pocklington	Infrequent service	No service
X4	York – Market Weighton	120 minutes	No service
X46/X47	York – Pocklington – Beverley – Hull	60 minutes	60-120 minutes (Sunday)

4.23 As part of the development there will be opportunities to either extend or divert bus services into/through the site to further enhance the public transport provision for residents and employees. An example of this is bus service number 6, which currently travels along Osbalwick Link Road. It would be possible to

divert this service through the site, with a bus gate being provided onto Murton Way, providing a 10-15 minute service for residents and employees. To ensure that existing residents along Osbaldwick Link Road do not lose the service it may be possible to divert alternate services so every other service travels along Osbaldwick Link Road with the next travelling through the site providing a 20-30 minute service. The less frequent 747 service could also be diverted through the site from Osbaldwick Link Road.

### Review of Personal Injury Collision Data

4.24 Details of the personal injury collisions that have occurred on the highway network in the vicinity of the site for the period 1 May 2009 to 30 April 2014 have been obtained from the Road Safety department at City of York Council. This data is attached at **Appendix BGH3** and is summarised below.

#### A1079/Tranby Avenue/Field Lane Roundabout

4.25 At this junction there have been six collisions, all of which were slight. Three of the incidents occurred when a vehicle was slowing down on the approach to the roundabout and was involved in a shunt type accident. Two of the incidents involved cyclists undertaking illegal or poorly judged manoeuvres. The other incident occurred when a driver failed to give way at the stop line and collided with a vehicle on the circulatory carriageway.

#### A1079/BP Garage Junction

4.26 At this junction there have been two collisions both of which were slight and both incidents occurred when drivers exiting the PFS collided with a cyclist travelling along the cycle track. The causation factors identified were the drivers failed to look properly.

#### A1079/Park and Ride Traffic Signal Junction

4.27 At this junction there have been two collisions both of which were slight. Both incidents occurred when drivers disobeyed red signals and collided with a vehicle proceeding through the junction. The causation factors identified were failed to look properly and disobeying a red traffic signal.

#### Murton Way Link

4.28 On Murton Way between the A64 overbridge and Tranby Avenue there have been three slight collisions. The first involved a pedestrian being hit by a passing car wing mirror, the second involved a car losing control and colliding with a road sign and the last involved an inexperienced driver losing control and colliding with another vehicle. Within the site frontage length there were no incidents.

**A64/A1079/A166 Traffic Signal Junction**

**A1079 Eastbound approach**

- 4.29 On this approach there have been five collisions all of which were slight. Two of the incidents involved vehicles losing control and leaving the carriageway, one involved a vehicle changing lanes on the approach without looking properly and colliding with another vehicle and one involved two vehicles colliding when trying to move into the same lane. The last incident involved a cyclist crossing the on slip (onto the A64) being hit by a car.

**A64 Southbound off-slip approach**

- 4.30 On this approach there have been three collisions, both of which were slight. Both of the incidents were rear end shunt type incidents.

**A166 approach**

- 4.31 On this approach there have been two collisions, both of which were slight. Both the incidents were rear end shunt type incidents.

**A1079 Westbound approach**

- 4.32 On this approach there have been five collisions all of which were slight. Two of the incidents were rear end shunt type incidents, one involved a vehicle turning right and losing control and one involved a car passing too close to a cyclist and colliding with it. The cause of the last incident was not reported.

**A64 Southbound off-slip approach**

- 4.33 On this approach there have been three collisions all of which were slight. One of the incidents was a rear end shunt type incident, one involved a vehicle disobeying a red light and colliding with another vehicle and the last one involved a car passing too close to a cyclist and colliding with it.

- 4.34 In summary, the personal injury collision data for the road network in the vicinity of the site shows there are no significant highway safety issues identified on the local highway network where recurring accident causation factors have been identified.

## 5.0 PROPOSED DEVELOPMENT AND ACCESS STRATEGY

- 5.1 The site offers the opportunity for a proposed development comprising the following uses:
- A mixed community of up to 407 housing units;
  - 10,000 sqm of B1 Light Industrial Park use; and
  - Ancillary commercial units
- 5.2 The site has a combined site frontage of some 125 metres in length on to A1079, Hull Road, between Meadowville and Grimston Lodge opposite Bingley House. To the west of Springfield Cottages there is a site frontage some 45 metres in length. To the east between Springfield Cottages and Grimston Lodge the site frontage is some 80 metres long. These two areas of site frontage provide the opportunity for various access options onto the A1079, Hull Road.
- 5.3 Given the proximity of signalised junctions at the A1079/A64 interchange and the Grimston Bar Park and Ride/University of York access onto the A1079, the most appropriate form of access arrangement for the site will be a traffic signal junction. This will provide a consistent junction arrangement for drivers on this section of A1079 and will also allow any proposed site access arrangement to be linked into the existing traffic signal junctions through an Urban Traffic Control (UTC) system. The linking of any proposed site access junction onto A1079 will provide an efficient and safe form of junction control.
- 5.4 Two preliminary A1079 access options have been prepared to demonstrate that access issues are not a constraint on development for either the proposed allocation of circa 154 houses or the wider development of the site (407 dwellings and 10,000 sqm of B1 Light Industrial Park use). Option A at **Appendix BGH4** provides a signalised left in/left out junction on A1079 between Springfield Cottages and Grimston Lodge. As part of the scheme, the existing U-turn give-way movement to the west of Bingley House would be signalised. In conjunction with the existing U-turning facilities adjacent to Bingley House and the A1079/A64 interchange, the left in/left out signalised junction arrangement will provide all moves vehicular access onto A1079.
- 5.5 In addition to the A1079 left in/left out vehicular access, Option A would also include a second pedestrian/cyclist access to the west of Springfield Cottages. This second pedestrian/cyclist only link would provide the opportunity to create good pedestrian and cyclist linkages via a signalised crossing point leading to the Grimston Bar Park and Ride site.

- 5.6 As an alternative to Option A, Option B attached at **Appendix BGH5** would provide an all moves signalised access onto A1079 with the site frontage to the west of Springfield Cottages. This type of junction arrangement would remove the need for development generated U-turn manoeuvres at the A1079/A64 interchange and adjacent to Bingley House. An all moves junction arrangement would also provide integrated signalised crossing facilities for pedestrians/cyclists across the A1079 to the Park and Ride site. The all moves junction could also be provided in conjunction with the Option A access arrangement.
- 5.7 On site observations suggest that in the PM peak queuing occurs on the A1079 Hull Road back from the A64(T) junction towards York. The queue lengths often reach a point in the vicinity of the Park and Ride/University of York/A1079 junction. However, providing a traffic signal controlled junction for the proposed site would not impact on the outbound queue in the evening peak as any site related traffic would queue within the site. In addition, providing signals at the site access would provide the opportunity to create gaps to allow residents to turn into the site.
- 5.8 Murton Way on the northern boundary of the site provides the opportunity for convenient pedestrian/cyclist linkages to the surrounding areas of Osbaldwick, Derwenthorpe, Tang Hall, Heworth to the west via The Way of the Roses cycle route, with Murton Village accessed to the east. It is also suitable for vehicular access to the employment use by way of simple priority junction.
- 5.9 The location of the site close to the nearby Grimston Bar Park and Ride facility situated on the south side of Hull Road will provide a very attractive alternative to the private car for trips to the City Centre. A pedestrian/cycle link between the site and the Park and Ride facility will be provided as part of any development proposals and cycle parking is provided at the Park and Ride facility.
- 5.10 Within the site between the A1079 Hull Road and Murton Way accesses, connectivity will be provided for all modes of travel in line with good design principles of Manual for Streets and Manual for Streets 2. The Accessibility and Sustainability plan attached at **Appendix BGH6** illustrates the good connectivity of the site with the existing transport network.
- 5.11 The proposal for a residential development with employment/commercial facilities to serve both the proposed development and the existing community would be in accordance with the requirements set out in the Preferred Options Local Plan document. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport

modes are maximised. The site is located with employment, leisure and educational facilities nearby to again minimise journey lengths. Furthermore providing a development with a mix of both residential and employment uses will assist in minimising the need to travel by the private car.

5.12 As part of the mixed-use development proposals for the site, a site-wide Travel Plan will be implemented, maintained and monitored in accordance with best practice and national Policy. The Travel Plan will be funded by the Developer and will contain a series of complementary measures to encourage a modal shift from the private car to public transport, walking and cycling when compared with the typical modal split for similar existing developments in the York area, and thus ensure lower trip rates than might otherwise be anticipated from residential development. The measures could include inter alia:

- Infrastructure enhancements to bus stops in the vicinity of the site;
- Provision of taster monthly bus passes to residents and employees;
- Consideration of diverting/extending bus services into and potentially through the site (Service Numbers 6 and 747);
- Public transport/cycling/walking marketing schemes to promote the benefits;
- Enhancements to offsite pedestrian and cycle infrastructure, such as the provision of a dedicated pedestrian/cycle route along Murton Way east of the Osbaldwick Link Road;
- Funding interest free cycle loans to targeted residents;
- Offer Personal Travel Planning to all households;
- Set up a car sharing database and pump priming a City Car club vehicle on the site; and
- Funding a full time Travel Plan Co-ordinator to implement the Travel Plan.

The larger site now promoted by the landowners and developers will facilitate the delivery of a wider range of Travel Plan initiatives than could be provided economically under the Council's current proposed allocation.

5.13 The mixed use nature of the site will itself help to minimise movements by the private car by providing opportunities for residents to live and work in close proximity. The developer will be committed to working closely with key stakeholders to ensure that effective travel planning on the site contributes to keeping any traffic impact on both the local and strategic highway network to an absolute minimum, and would require any subsequent developer of the site to continue the same approach.

- 5.14 In summary, the site is very well served by existing public transport and is accessible both on foot and by cycle to the range of facilities in the York area. The mixed uses proposed for the site will encourage sustainable transport initiatives which will be further enhanced with the implementation of a site-wide Travel Plan.

## 6.0 DEVELOPMENT TRIP GENERATION

- 6.1 As noted in Section 5.0 the development proposals comprise a mix of uses, including residential and employment uses which will assist in encouraging sustainable travel patterns by occupants/visitors of the proposed development. The mix of land uses proposed will therefore minimise the need to travel offsite by private car.
- 6.2 To ensure a robust assessment of the quantum of residential development in terms of generated trips, it has been assumed to be a minimum of 407 dwellings and employment uses (10,000 sqm of B1 Light Industrial Park), which will provide employment opportunities for residents of the site and also existing residents of Osbaldwick and surroundings.
- 6.3 To establish vehicle trip rates, the Trip Rate Information Computer System (TRICS) database has been interrogated under the Mixed Private/Non-Private Housing land use sub-category. This category is defined as 'housing development where less than 75% of units are privately owned', and less than 75% of units are non-privately owned. 'Non-privately owned' may be council rented or housing association rented/part owned. Table 6.1 sets out the trip rates derived from the TRICS database under this land use sub category with the output attached at **Appendix BGH7**.

**Table 6.1 - TRICS Derived Vehicle Trip Rates per Dwelling**

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rates	0.11	0.35	0.46	0.32	0.16	0.48

- 6.4 The derived trip rates in comparison to those used by CYC in their strategic modelling are outlined in Table 6.2 below.

**Table 6.2- Comparison of Residential Vehicle Trip Rates per Dwelling**

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
CYC Strategic Modelling Average	0.15	0.41	0.56	0.38	0.23	0.61
CYC Strategic Modelling 85 <sup>th</sup> percentile	0.13	0.71	0.84	0.67	0.18	0.85
TRICS Derived	0.11	0.35	0.46	0.32	0.16	0.48

6.5 Table 6.2 illustrates that the TRICS derived trip rates are broadly similar to the CYC Strategic modelling average rates.

6.6 The MATT database has also been used to determine the trip generation of the employment uses on the site. There has been no trip generation derived from the commercial elements of the development as these are likely to be ancillary to the residential and employment uses.

**Table 6.3 - MATT Derived Vehicle Trip Rates per m<sup>2</sup>**

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Employment	34	15	49	11	29	30

6.7 The table below provides a summary of the predicted trip generation for both the residential and employment uses.

Table 6.4 – Vehicle Trips Generated

Development	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	45	142	187	130	65	195
Employment	34	15	49	11	29	30
Total	79	157	236	141	94	225

## 7.0 ASSESSMENT OF THE TRAFFIC IMPACT OF DEVELOPMENT GENERATED TRIPS ON PROPOSED SITE ACCESS ARRANGEMENTS

7.1 For traffic impact assessment purposes, and to be consistent with the Local Plan period, the impact of development generated traffic at 2030 has therefore been considered. In the absence of the development the forecast baseline flows at 2030 have been calculated using the methodology outlined below:

- The 2011 surveyed flows have been factored to 2030 using adjusted Tempro traffic growth factors
- The Tempro traffic growth factors have been adjusted on the basis that 22,000 homes and 16,000 jobs are planned for in the City of York district up to 2030
- The application of Tempro traffic growth factors assumes there are no capacity constraints on the surrounding highway network and there is no 'peak hour spreading' effects

7.2 The derived Tempro adjusted growth factors output are attached at **Appendix BGH8** and summarised below:

Table 7.1 Summary of Tempro Adjusted Growth Factors

Time Period	AM Peak Period	PM Peak Period
2011 to 2030	1.3310	1.3334

7.3 These factors have been applied to the 2011 flows to give 2030 Baseline Flows. The development generated trips have been added to the 2030 Baseline flows in line with existing flows on the A1079 to give 2030 Predicted Flows on the immediate local highway network.

7.4 The traffic capacity of the proposed site access junction on A1079 has been assessed by inputting the 2030 Predicted flows into a LINSIG Version 3 model. The model also includes the A1079 Eastbound approach to the A64 Grimston Bar Interchange and the A1079/Park and Ride traffic signal junction. The results are summarised for the site access as follows with full model output files attached at **Appendix BGH9**.

Table 7.2 – Site Access/A1079  
LINSIG Summary Results

	2030 Predicted AM Peak		2030 Predicted PM Peak	
	DoS	MMQ	DoS	MMQ
Site Access	87.6%	6.6	47.6%	2.6
A1079 Eastbound approach to site access	37.9%	7.1 (two lanes)	80.4%	25.4 (two lanes)
A1079 Westbound approach to site access	81.0%	21.2 (two lanes)	38.7%	5.1 (two lanes)
A1079 Westbound approach right turn to site access	78.9%	20.4	39.2%	5.0

- 7.5 Tables 7.2 clearly show that the site access junction onto A1079 will operate within capacity with a maximum Degree of Saturation (DoS) of 87.6% and mean maximum queues in the order of 20-25 vehicles on the A1079 approaches, which will be queuing in two lanes i.e. around 10-12 vehicles in each lane. This level of operation in 2030 is unlikely to impact on the operation of either the Park and Ride access or Grimston Bar, which are reflected in the model. It is concluded therefore that safe suitable access to the site can be achieved and is deliverable.
- 7.6 In urban areas the key network constraints are often junction rather than link capacities, and a mixed use development allocation on land at Grimston Bar would allow the Development Group to contribute to the further improvement scheme at the A1079/A64 to assist in mitigating the cumulative impact of development traffic associated with City of York Council’s Development proposals across the network.
- 7.7 In terms of providing access, therefore, it can be concluded that the site could be brought forward with a high degree of certainty and can contribute to planned wider network improvements.
- 7.8 In order to establish a likely distribution pattern of traffic generated by the development site, travel patterns from the 2001 census data for Osbaldwick ward (this data is currently not available for the 2011 census), have been analysed. From this data an assessment has been made of the likely distribution of the peak hour traffic from the site assuming that the travel to work patterns will be broadly similar to those documented within the 2001 census.

7.9 Using the trip distribution described above, in accordance with the City of York Councils guidelines there is a requirement to identify the junctions that development related trips would exceed 50 two-way trips in either peak. These can be summarised as follows:

- A1079/A64/A166 junction
- A1079/Osbaldwick Link Road junction
- A1079/Field Lane Roundabout junction

7.10 There will be a requirement to assess the impact of the development related flows on the above junctions, however, as discussed and agreed with the City of York Council at the meeting on 15<sup>th</sup> May 2014 not at this stage. On the issue of further junction assessments, at this stage once the junctions are identified the Council's strategic model would be used to determine future forecast flows and likely mitigation. It has been agreed with CYC officers that it is not necessary at this stage to run full assessments of the wider highway network as it would be counterproductive in terms of CYC's on-going use of the strategic traffic modelling tool.

## 8.0 CONSIDERATION OF ISSUES IN CYC TECHNICAL OFFICER ASSESSMENT OF THE LAND EAST OF GRIMSTON BAR SITE

8.1 The appraisal of the technical issues presented in this addresses in detail the issues raised by CYC technical officers in their assessment of the Land East of Grimston Bar site. These assessments are summarised in Table 8.1 below.

Table 8.1

	Summary of Issue
<i>CYC Issue</i>	The A1079 access options put forward in the transport assessment are unlikely to be acceptable given the impact of a signalised junction on the flow of traffic on the A1079 and Grimston Bar gyratory.
Technical Response	The robust capacity assessment analysis presented in section 7.0 clearly demonstrates the traffic signal controlled junction has sufficient capacity to accommodate development traffic within the constraints of the existing network presented by the signalised junctions at Grimston Bar and the Hull Road Park and Ride site. The A1079 corridor has a number of traffic signal controlled junctions, which can be linked to enhance operation and increase efficiency. It can therefore be concluded that there are no policy or technical grounds, why the site cannot be access off the A1079.
<i>CYC Issue</i>	Serious concerns exist around the extent of trips being made by foot, cycle or public transport, and sustainability of this location.
Technical Response	The proposed mixed use nature of the development together with the good connectivity to public transport, pedestrian and cycle routes provides good level of sustainable travel options in this location. The proposed development provides good connectivity opportunities with potentially three points of access to facilitate travel by sustainable modes of transport. Furthermore the proposed development will enhance the sustainable transport options for existing residents of Osbaldwick through the enhancement of the Way of the Roses cycle route, and the potential for existing public transport services to be routed through the site.

8.2 The evidence contained in this technical report and summarised above clearly demonstrates that safe and suitable access to the site can be achieved.

## 9.0 SUMMARY AND CONCLUSIONS

9.1 This Technical Report forms part of a technical submission in relation to promotion of land to the east of Grimston Bar through the emerging City of York Local Plan for a residential led mixed use development (residential, light industrial and ancillary commercial uses). The site is located east of Osbaldwick bounded to the north and north-west by Murton Way, to the east by the A64 (Trunk Road), to the south by the A1079 Hull Road and to the south west and west by a National Grid installation and open fields.

9.2 A smaller area of the site is currently proposed to be allocated (City of York Local Plan Preferred Options Report June 2013) for 154 dwellings and whilst this is supported, this document has been produced to reinforce earlier submissions that a larger portion of the site is suitable for a mixed use development.

9.3 In June 2014 CYC published a 'Further Sites Consultation', which seeks views on the merits of additional sites submitted following the consultation of July 2013, and on proposed changes to sites already identified in the 2013 "Preferred Options" consultation. The Technical Officer Assessments of the proposed changes to the strategic sites including 'ST6 Land East of Grimston Bar' recommends "No proposed change to Local Plan Preferred Options allocation boundary" and the summary notes in relation to highways and transport state:

*"The A1079 access options put forward in the transport assessment are unlikely to be acceptable given the impact of a signalised junction on the flow of traffic on the A1079 and Grimston Bar gyratory. Serious concerns exist around the extent of trips being made by foot, cycle or public transport, and sustainability of this location. Further detailed analysis would be needed to evidence the proposal."*

9.4 The site offers the opportunity for a proposed development comprising the following uses:

- A mixed community of up to 407 housing units;
- 10,000 sqm of B1 Light Industrial Park use; and
- Ancillary commercial units

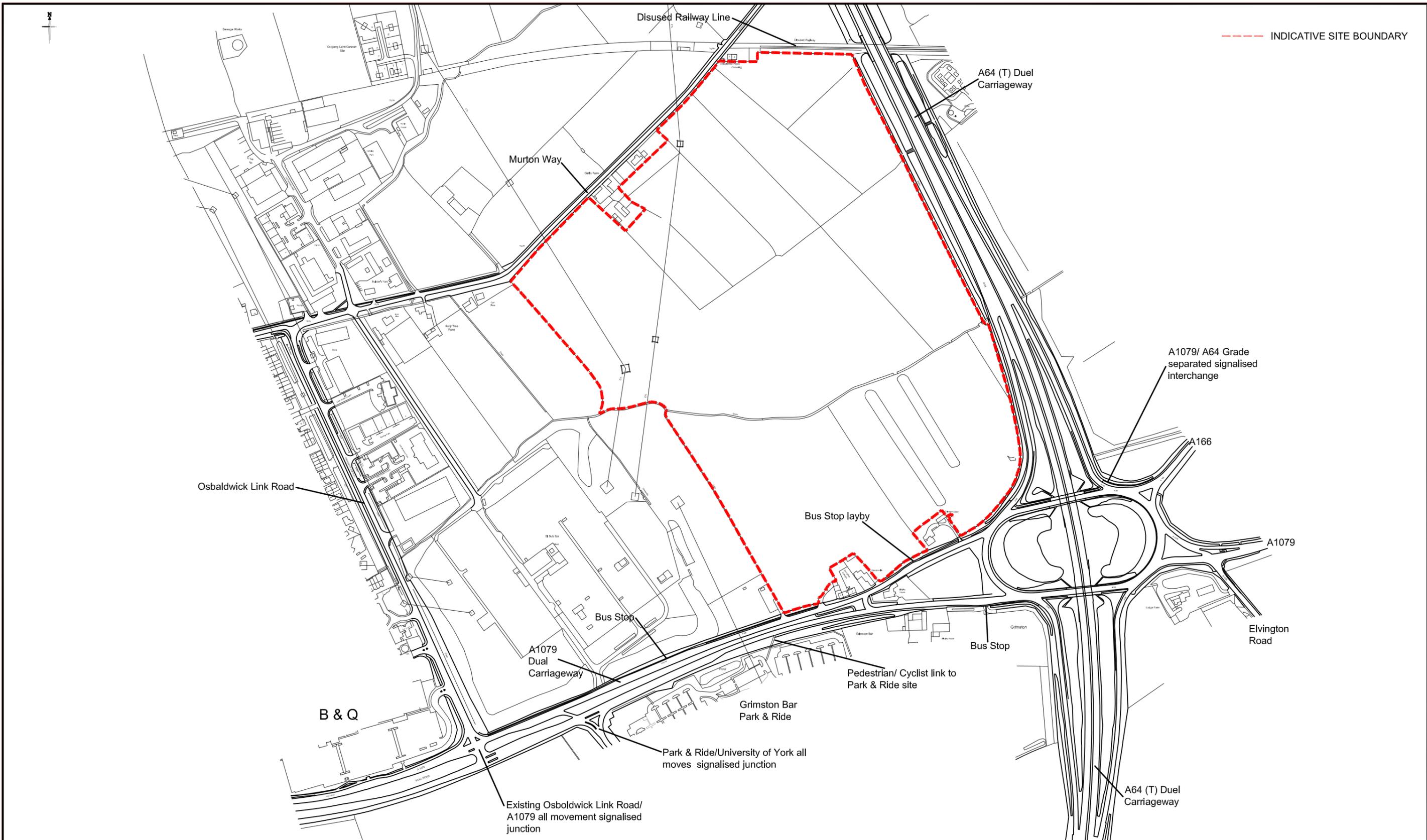
9.5 Two preliminary access options onto the A1079 have been prepared to demonstrate that providing access to the site is not a constraint on development for either the proposed allocation of circa 154 houses or the wider development of the site (407 dwellings and 10,000 sqm of B1 Light Industrial Park use).

- 9.6 Within the site between the Murton Way and the A1079 access points, connectivity will be provided for all modes of travel in line with the good design principles from Manual for Streets. A Sustainability and Accessibility plan has been developed for the site which illustrates the good connectivity of the site with the existing transport network.
- 9.7 The proposal for a mixed use development would be in accordance with the requirements set out in the Preferred Options Local Plan document. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport modes are maximised. The site is located with employment, leisure and educational facilities nearby to again minimise journey lengths. Furthermore by providing a development with a mix of both residential and employment land uses it will assist in minimising the need to travel by private car.
- 9.8 The site presents the opportunity to create a dedicated off road facility along the Murton Way site frontage which could extend through to the junction with Osbaldwick Link Road and would form a significant enhancement to The Way of the Roses Cycle route. There are also off-road cycle routes on the A1079 Hull Road that passes the site to the south, the site has a link into Grimston Bar Park and Ride facility and the University's Heslington East campus and Sports Village and beyond, and the site access proposals would allow a signalised crossing facility to be provided for the site across the A1079 which mirrors the facilities provided at the Grimston Bar Park & Ride access.
- 9.9 The Park and Ride facility at Grimston Bar is located 500 metres from the centre of the site, however it is unlikely that this distance will form a barrier to those residents wishing to utilise the bus services available from the Park and Ride site given the frequency of service provided. The Park and Ride service will also be an attractive option for employees of the site to "back load" the service by using the service to travel to the site in the morning peak from the City Centre and then depart from the site in the evening peak toward the City Centre.
- 9.10 As part of the development there will be opportunities to either extend or divert bus services into/through the site to further enhance the public transport provision for residents and employees. For instance bus service number 6, which currently travels along Osbaldwick Link Road could be diverted through the site, with a bus gate being provided onto Murton Way, providing a 10-15 minute service for residents and employees. To ensure that existing residents along Osbaldwick Link Road do not lose the service it may be possible to divert alternate

services so every other service travels along Osbaldwick Link Road with the next travelling through the site providing a 20-30 minute service.

- 9.11 As part of the mixed-use development proposals for the site, a site-wide Travel Plan will be implemented, maintained and monitored in accordance with best practice and national Policy. The Travel Plan will be funded by the Developer and will contain a series of complementary measures to encourage a modal shift from the private car to public transport, walking and cycling when compared with the typical modal split for similar existing developments in the York area, and thus ensure lower trip rates than might otherwise be anticipated from residential development
- 9.12 A robust capacity assessment of the site access is presented in this Technical Note and clearly demonstrates that the all moves traffic signal controlled junction onto the A1079 has sufficient capacity to accommodate development traffic in 2030 whilst not impacting adversely on the operation of the adjacent A64/A1079 junction or the Grimston Bar Park and Ride site access. It has therefore been demonstrated that there are no technical grounds for resisting a new junction onto the A1079. This type of junction arrangement would remove the need for development generated U-turn manoeuvres at the A1079/A64 interchange and adjacent to Bingley House. An all moves junction arrangement would also provide integrated signalised crossing facilities for pedestrians/cyclists across A1079 to the Park and Ride site.
- 9.13 In addition a mixed use development allocation on land at Grimston Bar would allow the Developer to contribute to the further improvement scheme at the A1079/A64 signalised roundabout to assist in mitigating the cumulative impact of development traffic associated with City of York Council's Development proposals across the network.
- 9.14 In conclusion, this Technical Note has comprehensively addressed the issues raised in the Technical Officer Assessment of the site and it can therefore be concluded that the development of the site in transport terms including the delivery of a safe and suitable site access is feasible and accords with National and emerging Local Plan Transport Policies.

# **APPENDIX BGH 1**



Client GRIMSTON BAR DEVELOPMENT GROUP

**BRYAN · G · HALL**  
 consulting civil & transportation planning engineers

Bryan G Hall Ltd.  
 Suite E8 Joseph's Well  
 Hanover Walk  
 Leeds,  
 LS3 1AB  
 Tel: +44(0)113 246 1555  
 Fax: +44(0)113 234 2201

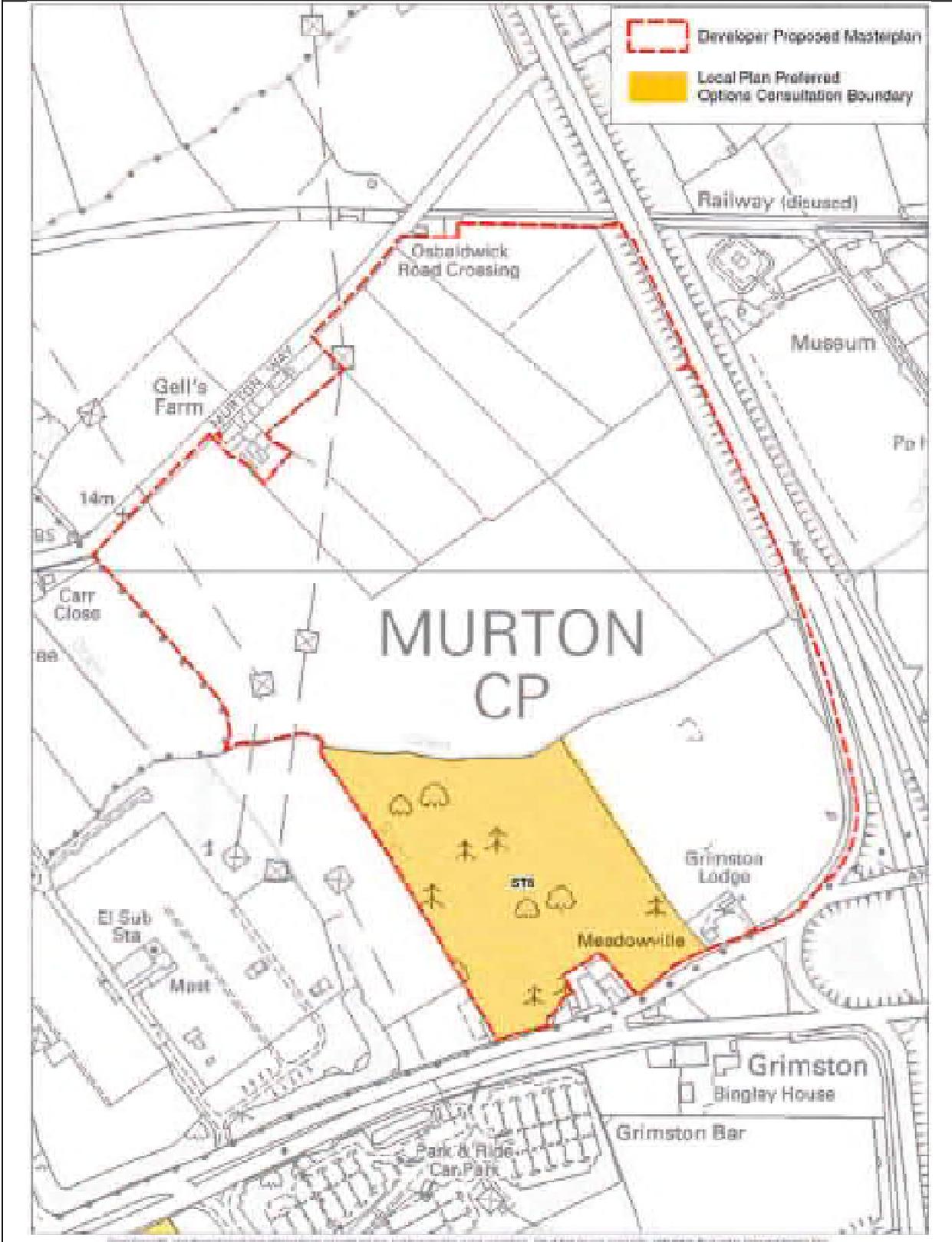
Project LAND EAST OF GRIMSTON BAR, YORK

Title EXISTING TRANSPORT NETWORK

B	SITE BOUNDARY AMENDED		CT	DB	14/08/13
Rev	Amendments		Drawn	Chkd	Appr
Scale	1:5000	Date	July 2013		Doc Sheet No
Drawn	AM	Checked	DB		Approved
Job No	13-315	Drawing No	11/304/TR/003		Rev B

# **APPENDIX BGH 2**

**Site Reference / Site Name**  
**ST6: Land East of Grimston Bar**



**New Consultation  
Boundary Site Size**

No Change proposed

**Proposed Boundary Change Description**

No Change Proposed

**Proposed Boundary Change Justification**

The site boundary submitted through the original 2012 Call for Sites was reduced to the boundary shown in the Preferred Options Local Plan (5.5ha) to reflect the existing constraints such as pylons, the proximity of the A64, landscape impact, setting of the city, preventing coalescence, and to protect 'ridge and furrow' historic agricultural uses.

Developers believe that delivery of a larger site (circa 29ha) is viable and deliverable whilst taking into account these constraints and will provide a more sustainable site with better linkages and a wider range of uses.

They have put forward the area with pylons to the north west of the larger site for light industrial units and the areas containing ridge and furrow for multifunctional open space. They consider that the openspace in this area would perform the function of an area preventing coalescence. The site promoter has argued that the land to the east and north of the proposed allocation should be included within the site boundary as it does not fulfil any of the 5 purposes of Green Belt (NPPF) or the characteristics identified in the York Green Belt Appraisal (2003) criteria to any significant degree.

**Technical Officer Assessment of Boundary changes**

Officers consider that the landscape quality and character is of local significance, and it is felt that the presence of the pylons does not negate this. The wider area of land is perceived not only as contributing to the setting of Murton, but also as preventing coalescence between Murton and Dunnington and the city centre (part of the proposed extension to the allocation is in an 'area preventing coalescence' in the green belt appraisal). The landscape character should not be considered in isolation. This is a sensitive site location, particularly when experienced cumulatively and sequentially as part of the wider landscape along the A64 (and Hull Road) due to the rural hinterland location, and the rising topography up to Grimston, which increases its prominence. It is considered that conscious development in this location would remove sense of openness. The development of the A64 has opened up views of the city and shows the scale of the Minster

comparative to the local landscape. Loss of land towards it would cause a narrowing of the edge of the city with the ring road and a change in scale, which may lead to altered perceptions around the compactness of the City and its rural setting.

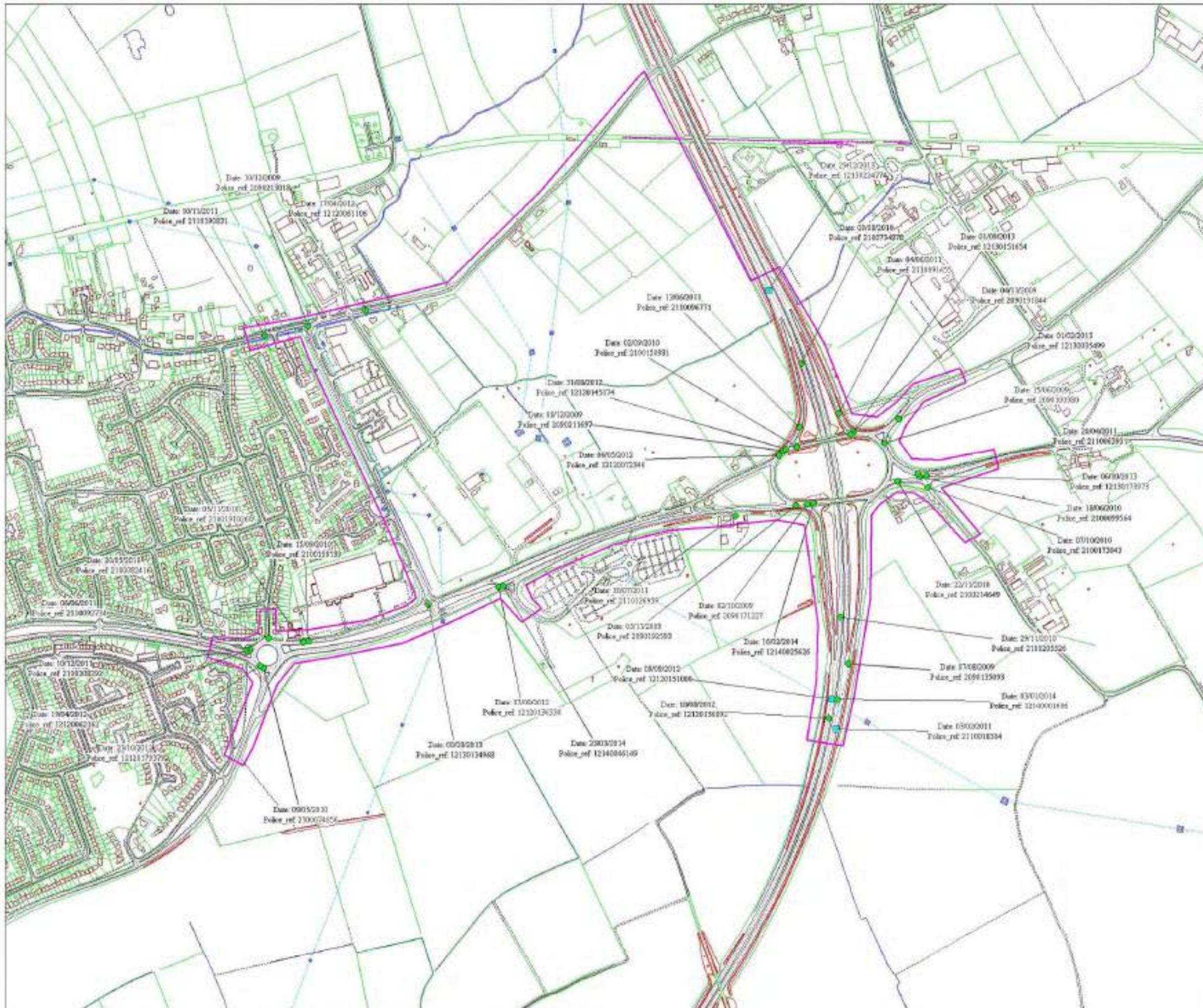
Development of the wider area would result in a loss of remaining linear field boundaries and remnant ridge and furrow associated with the medieval township of Murton.

Noise from the A64 and A1079 is a significant constraint to development and is likely to require mitigation measures to ensure satisfactory living conditions are provided from any proposed dwellings. There is the potential to build noise protection barriers but this is not an ideal solution due to potential impacts on the openness of the site.

The A1079 access options put forward in the transport assessment are unlikely to be acceptable given the impact of a signalised junction on the flow of traffic on the A1079 and Grimston Bar gyratory. Serious concerns exist around the extent of trips being made by foot, cycle or public transport, and sustainability of this location. Further detailed analysis would be needed to evidence the proposal.

<b>Recommendation:</b>	No proposed change to Local Plan Preferred Options allocation boundary
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# **APPENDIX BGH 3**



Accidents between Dates  
01/05/2009 and 30/04/2014

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Osaldwick / Grimston Bar

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Drawing Title  
666 - Osaldwick / Grimston Bar

SCALE	1 : 4000
DATE	10/07/2014
DRAWING No.	666
DRAWN BY	Sharon Wilkins

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

12120061106 17/04/2012 Time 1520 Vehicles 2 Casualties 1 Slight  
 E: 463948 N: 451980 First Road: C 175 Road Type Single carriageway  
 Speed limit: 60 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight: street lights present Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	
4th:			
5th:			
6th:			

V1 WAS TRAVELLING AT SPEED ALONG MURTON WAY TOWARDS MURTON WHEN RIDER LOSES CONTROL ON LEFT HAND AND COLLIDES WITH V2 TRAVELLING IN OPPOSITE DIRECTION.

Occurred on MURTON WAY, 30 METRES EAST OF OUTGANG LANE, YORK

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 29 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO103SU Seatbelt

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from E to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

12120062162 19/04/2012 Time 1605 Vehicles 2 Casualties 1 Slight  
 E: 463697 N: 451262 First Road: A 1079 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight: street lights present Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Possible
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

BOTH V1 AND 2 TRAVELLING TOWARDS ROUNDABOUT ON HULL ROAD AT JUNCTION WITH BP GARAGE. BOTH VEHICLES SLOW AT ROUNDABOUT . V1 MOVES ONTO ROUNDABOUT THEN STOPS,V2 MOVES OFF AND DRIVER LOOKS RIGHT NOT REALISING V1 HAS STOPPED AND RUNS INTO REAR OF V1

Occurred on A1079 HULL ROAD AT ROUNDABOUT WITH TRANBY AVENUE~

Vehicle Reference 1 Car Stopping  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Back Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 54 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight  
 Not a pupil Postcode BB25HW Seatbelt

Vehicle Reference 2 Car Stopping  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Front Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 82 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

12120072346 06/05/2012 Time 1540 Vehicles 2 Casualties 1 Slight  
 E: 464819 N: 451674 First Road: A 1079 Road Type 1  
 Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal A 64  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight: street lights present Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEHICLE TRAVELLING FROM YORK ON THE HULL ROAD, VEHICLE HAS GONE THROUGH A GREEN LIGHT TURNING RIGHT TOWARDS THE A64 WESTBOUND CARRIAGEWAY. YOUNG MALE ON CYCLE HAS CROSSED SLIP ROAD IN DIRECT PATH OF CAR. CAR HAS BEEN UNABLE TO STOP IN TIME DESPITE HE AVY BRAKING AND COLLISION HAS OCCURRED.

Occurred on GRIMSTON BAR ROUNDABOUT WITH A64 YORK

Vehicle Reference 1 Pedal Cycle Going ahead other  
 Vehicle movement from W to SE No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 14 Male  
 Not hit and run Breath test Not requested  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO103AR Seatbelt

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from W to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Leaving roundabout First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 29 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

12120136330 17/08/2012 Time 1630 Vehicles 2 Casualties 4 Slight  
 E: 464228 N: 451396 First Road: A 1079 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified  
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp  
 Daylight: street lights present Fine with high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Disobeyed automatic traffic signal	Vehicle 2	
4th:			
5th:			
6th:			

V1 TRAVELS EAST ON HULL ROAD INTENDING TO TURN RIGHT INTO PARK AND RIDE. V2 TRAVELS IN OPPOSITE DIRECTION. AS V1 TURNS RIGHT V2 FAILS TO STOP FOR RED TRAFFIC LIGHT AND IMPACTS WITH V1.

Occurred on A1079 HULL ROAD AT JUNCTION WITH GRIMSTON BAR PARK AND RIDE

Vehicle Reference 1 Car Turning right  
 Vehicle movement from SW to SE No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout First impact Nearside Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 54 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight  
 Not a pupil Postcode YO195UR Seatbelt

Casualty Reference: 3 Vehicle: 1 Age: 53 Male Passenger Severity: Slight  
 Not a pupil Postcode YO195UR Seatbelt  
 Front seat

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from NE to SW No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout First impact Front Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 25 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 25 Female Driver/rider Severity: Slight  
 Not a pupil Postcode YO311BT Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Casualty Reference: 4      Vehicle: 2      Age: 24      Female      Passenger      Severity: Slight  
Not a pupil      Postcode YO311BT      Seatbelt  
Front seat

12120136892      18/08/2012      Time 1107      Vehicles 2      Casualties 3      Slight

E: 464924      N: 451119      First Road: A 64      Road Type Dual carriageway

Speed limit: 70      Junction Detail: Not within 20m of junction

Crossing: Control None      Facilities: None within 50m      Road surface Dry

Daylight:street lights present      Fine without high winds

Special Conditions at Site None      Carriageway Hazards: None

Place accident reported: At scene      DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELS NORTHBOUND ON A64 TOWARDS SCARBROUGH IN HEAVY SLOW MOVING TRAFFIC FOLLOWED BY V2. BOTH VEHICLES TRAVELLING IN LANE 2. WHEN V2 MAKES MANOVURE TO LANE 1 WHEN V1 SLOWS. DRIVER V2 CHECKING NEARSIDE MIRROR AND FAILS TO NOTICE V1 SLOWING. V2 COLLIDES FOS WITH FNS OF V1.

Occurred on A64 YORK TO SCARBROUGH ROAD, 300M SOUTH OF A1079 HULL ROAD.

Vehicle Reference 1      Car      Changing lane to left  
Vehicle movement from S to N      No tow / articulation  
On main carriageway      No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct      First impact Front      Hit vehicle: 2  
Hit object in road None      Off road: None  
Did not leave carr      Age of Driver 60      Male  
Not hit and run      Breath test Negative  
Driver Postcode:      VRM:

Casualty Reference: 1      Vehicle: 1      Age: 60      Male      Driver/rider      Severity: Slight  
Not a pupil      Postcode HG58RF      Seatbelt

Casualty Reference: 2      Vehicle: 1      Age: 10      Male      Passenger      Severity: Slight  
Not a pupil      Postcode HG58RF      Seatbelt  
Front seat

Vehicle Reference 2      Car      Going ahead other  
Vehicle movement from S to N      No tow / articulation  
On main carriageway      No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct      First impact Back      Hit vehicle: 1  
Hit object in road None      Off road: None  
Did not leave carr      Age of Driver 68      Male  
Not hit and run      Negative

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Casualty Reference: 3 Vehicle: 2 Age: 65 Female Passenger Severity: Slight  
Not a pupil Postcode DL164XB Seatbelt  
Front seat

12120145174 31/08/2012 Time 1540 Vehicles 2 Casualties 1 Slight  
E: 464834 N: 451687 First Road: A 1079 Road Type 1  
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 64  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight: street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 2	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd: Careless/Reckless/In a hurry	Vehicle 2	Very Likely
4th: Aggressive driving	Vehicle 2	Very Likely
5th:		
6th:		

BOTH V1 AND V2 HAVE BEEN TRAVELLING ON THE A1079 HULL ROAD TOWARDS YORK. BOTH APPEAR TO HAVE HAD THE INTENTION OF TAKING THE 4TH EXIT ONTO THE A166. V2 HAS BEEN FOLLOWING V1 IN THE FLOW OF TRAFFIC. V1 REMAINED IN THE LANE FOR THE A166 BUT HAS CHANGED TO THE LANE MARKED A1079 JUST PRIOR TO THE A64 EAST EXIT. AT THE POINT OF THE EXIT V1 HAS PASSED THE POINT OF THE JUNCTION AND V2 HAS DRIVEN INTO THE SIDE OF V1. V1 HAS BEEN FORCED TO TAKE THE EXIT ONTO THE A64 DUE TO THE IMPACT. V2 HAS GONE ONTO TH  
Occurred on A1079 HULL ROAD, 5M SOUTH OF A64.

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Going ahead other  
Vehicle movement from W to E No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout First impact Offside Hit vehicle: 2  
Hit object in road None Off road: None  
Nearside Age of Driver 39 Female  
Not hit and run Breath test Driver not contacted  
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 39 Female Driver/rider Severity: Slight  
Not a pupil Postcode YO196AZ Seatbelt

Vehicle Reference 2 Car Changing lane to left  
Vehicle movement from SW to E No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout First impact Nearside Hit vehicle: 1  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 30 Male  
Not hit and run Driver not contacted  
Breath test

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

Driver Postcode: VRM:

12120151000 09/09/2012 Time 1115 Vehicles 4 Casualties 1 Serious  
 E: 464931 N: 451160 First Road: A 64 Road Type Dual carriageway  
 Speed limit: 70 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight: street lights present Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DFT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 TRAVELLING A64 E/B TOWARDS HOPGROVE IN LANE 2 REACTS TO SLOW MOVING TRAFFIC IN CARRIAGE WAY TOO  
 VEH1 COLLIDES WITH VEH 2 WHICH IS IN LANE 2. VEH1 TRAVELS BETWEEN LANE OF TRAFFIC COLLIDING WITH O/S OF VEH3  
 AND O/S OF VEH4 WHICH ARE IN LANE

1  
 Occurred on A64 EAST BOUND GRIMSTON 120M NORTH A1079 OFFSLIP YORK

Vehicle Reference 1 Motorcycle over 500cc Going ahead other  
 Vehicle movement from SW to N No tow / articulation  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 2  
 Hit object in road None Off road: None  
 Nearside Age of Driver 42 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Driver/rider Severity: Serious  
 Not a pupil Postcode WF149TQ Seatbelt

Vehicle Reference 2 Car Going ahead but held up  
 Vehicle movement from SW to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 41 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Driver Postcode: VRM:  
 Breath test

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Vehicle Reference 3 Car Going ahead but held up  
 Vehicle movement from SW to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Vehicle Reference 4 Car Going ahead but held up  
 Vehicle movement from SW to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

12120179379 23/10/2012 Time 2110 Vehicles 2 Casualties 1 Slight  
 E: 463724 N: 451230 First Road: A 1079 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled C 293  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
4th:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
5th:			
6th:			

CAS REPORTED THAT VEH 2 HAS CUT ACROSS HIS PATH AS HE IS IN THE PROCESS OF EXITING THE ROUNDABOUT. DUE TO VEH 1 NOT GIVING WAY VEH 2 HAS CLIPPED THE BACK OF THE VEH 1 REAR . VEH 1 HAS SKIDDED ALONG THE ROAD AND HIS BIKE HAS ENDED ON TOP OF HIM. VEH 2 HAS NOT COME OFF HIS BIKE.

Occurred on A1079 HULL ROAD ROUNDABOUT JUNCTION WITH FIELD LANE,

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other  
 Vehicle movement from E to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Leaving roundabout First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 31 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO243NA Seatbelt

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other  
 Vehicle movement from S to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 16 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

12130035499 01/02/2013 Time 0730 Vehicles 2 Casualties 1 Slight

E: 465072 N: 451751 First Road: A 166 Road Type Single carriageway

Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry

Darkness: street lights present and lit Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 STATIONARY IN LINE OF TRAFFIC ON A166 APPROACHING GRIMSTON BAR ROUNDABOUT. V2 TRAVELLING IN SAME DIRECTION RUNS INTO REAR OF V1

Occurred on A166 STAMFORD BRIDGE ROAD ON APPROACH TO GRIMSTON BAR ROUNDABOUT

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from E to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 2  
 None None

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Did not leave carr 41 Female  
Not hit and run Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Driver/rider Severity: Slight  
Not a pupil Postcode YO411NY Seatbelt

Vehicle Reference 2 Car Stopping

Vehicle movement from E to W No tow / articulation

On main carriageway No skidding, jack-knifing or overturning

Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1

Hit object in road None Off road: None

Did not leave carr Age of Driver 26 Female

Not hit and run Breath test Driver not contacted

Driver Postcode: VRM:

12130134968 08/08/2013 Time 1220 Vehicles 2 Casualties 2 Slight  
E: 464080 N: 451360 First Road: A 1079 Road Type Dual carriageway  
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal C420  
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DFT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Disobeyed automatic traffic signal	Vehicle 2	Very Likely
2nd: Failed to look properly	Vehicle 2	Very Likely
3rd: Illness or disability, mental or physical	Vehicle 2	
4th:		
5th:		
6th:		

V1 TRAVELLING ON HULL ROAD OUT OF YORK, V2 TURNING RIGHT FROM HULL ROAD, IN OPPOSING DIRECTION, ACROSS PATH OF V1. COLLISION BETWEEN FRONT OF V1 AND NEARSIDE FRONT DOOR OF V2. INITIAL WITNESS ACCOUNTS SUGGEST V1 TRAVELLING THROUGH GREEN ATS, V2 THROU GH RED ATS.

Occurred on HULL ROAD AT JUNCTION WITH OSBALDWICK LINK ROAD, YORK

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from W to E No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 21 Female  
Not hit and run Breath test Negative  
Hit object in road Off road:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Casualty Reference: 1      Vehicle: 1      Age: 21      Female      Driver/rider      Severity: Slight  
 Driver Postcode: Not a pupil      VRM:      Postcode N682BA      Seatbelt  
 Vehicle Reference 2      Car      Turning right  
 Vehicle movement from E to N      No tow / articulation  
 On main carriageway      No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout      First impact Nearside      Hit vehicle:  
 Hit object in road None      Off road: None  
 Did not leave carr      Age of Driver 62      Female  
 Not hit and run      Breath test Negative  
 Driver Postcode:      VRM:

Casualty Reference: 2      Vehicle: 2      Age: 62      Female      Driver/rider      Severity: Slight  
 Not a pupil      Postcode YO424EU      Seatbelt

12130151654      01/09/2013      Time 1330      Vehicles 2      Casualties 2      Slight  
 E: 464972      N: 451718      First Road: A 64      Road Type 1  
 Speed limit: 30      Junction Detail: Roundabout      Automatic traffic signal      A 166  
 Crossing: Control None      Facilities: None within 50m      Road surface Dry  
 Daylight:street lights present      Fine without high winds  
 Special Conditions at Site None      Carriageway Hazards: None  
 Place accident reported: At scene      DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 HEADING EAST STOPS AT AUTOMATIC TRAFFIC SIGNAL. VEHICLE 1 FAILS TO STOP AND COLLIDES WITH REAR OF VEHICLE 2.

Occurred on GRIMSTON ROUNDABOUT A64 AT JUNCTION WITH A166 YORK

Vehicle Reference 1      Car      Going ahead but held up  
 Vehicle movement from W to E      No tow / articulation  
 On main carriageway      No skidding, jack-knifing or overturning  
 Location at impact Jct Approach      First impact Front      Hit vehicle: 2  
 Hit object in road None      Off road: None  
 Did not leave carr      Age of Driver 20      Male  
 Not hit and run      Breath test Negative  
 Driver Postcode:      VRM:

Casualty Reference: 1      Vehicle: 1      Age: 20      Male      Driver/rider      Severity: Slight  
 Not a pupil      Postcode YO415LZ      Seatbelt

Driver Postcode: 2      Motorcycle, over 500cc      Going ahead but held up  
 VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

W E No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Jct Approach Back  
None None  
Did not leave carr 22 Male  
Not hit and run Negative

Casualty Reference: 2 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight  
Not a pupil Postcode HU55QL Seatbelt

12130173973 06/10/2013 Time 1330 Vehicles 2 Casualties 1 Slight  
E: 465131 N: 451630 First Road: A 1079 Road Type Single carriageway B 1228  
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight:street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: DfT Special Projects:

**Causation**

Factor:	Participant:	Confidence:
1st: Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

V2 CYCLIST EASTBOUND ON A1079 AND ABOUT TO TURN RIGHT ONTO B1228, APPROACHED THE PINCH POINT, THE OFFENDING VEHICLE TRIED TO OVERTAKE V2. THE OFFENDING VEHICLE WAS A 4 X 4 VEHICLE TOWING A SMALL LIVESTOCK TRAILER WITH WHEELS SET BEYOND THE WIDTH OF THE TRAILER. DUE TO THE VEHICLE CUT BACK, COLLIDED WITH V2.

Occurred on A1079 HULL ROAD AT JUNCTION WITH B1228 ELVINGTON LANE

Vehicle Reference 1 Car Overtaking moving vehicle O/S  
Vehicle movement from N to S Single trailer  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Unknown  
Hit and run Breath test Driver not contacted  
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other  
Vehicle movement from N to S No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Vehicle Reference Jct Approach Offside

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Vehicle movement from None to None

Did not leave carr

Location at impact

Hit object in road

Not requested

First impact

Off road:

78

Male

Hit vehicle:

Age of Driver

Casualty Reference: 1

Breath test

Age: 78

Male

Driver/rider

Severity: Slight

Driver Postcode:

VRM:

Postcode

YO85RJ

Seatbelt

12130224774 29/12/2013 Time 1735 Vehicles 1 Casualties 1 Serious

E: 464798 N: 452022 First Road: A 64 Road Type Dual carriageway

Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp

Darkness: no street lighting Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DFT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Poor turn or manoeuvre	Vehicle 1	Possible
5th:			
6th:			

VEHICLE 1 JOINS THE A64 USING THE SLIP ROAD AND LOSES CONTROL AND LEAVES THE ROAD TO THE NEARSIDE ROLLING DOWN THE NEARSIDE VERGE COMING TO REST ON ITS WHEELS.

Occurred on A64 800 METRES WEST OF A1079 YORK

Vehicle Reference 1 Car Going ahead other

Vehicle movement from S to N No tow / articulation

On main carriageway Skidded and overturned

Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:

Hit object in road None Off road: Entered ditch

Nearside Age of Driver 61 Male

Not hit and run Breath test Negative

Driver Postcode: VRM:

Casualty Reference: 1

Vehicle: 1

Age: 61

Male

Driver/rider

Severity: Serious

Not a pupil

Postcode

YO241JJ

Seatbelt

Location at impact

First impact

Hit vehicle:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

12140001606 Hit object in road 03/01/2014 Time 1708 Vehicles 3 Off road: 3 Casualties 2 Slight  
 E: 464943 N: 451159 First Road: A 64 Road Type Dual carriageway Age of Driver  
 Speed limit: 70 Junction Detail: Not within 20m of junction  
 Driver Postcode: VRM:  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: no street lighting Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

V1 TRAVELS ALONG A64 W/B ON SLIP AT GRIMSTON IN LANE 2 WITH V3 AHEAD TRAVELLING IN LANE 1. BOTH VEHICLES ENTER MAIN CARRAIGEWAY INTO LANE 1. V1 MOVES TO LANE 2 IN ANTICIPATION OF OVERTAKE ON V3. V3 MOVES TO LANE 2. V1 MOVES TO NONE EXISTANT LANE 2 COLLIDES WITH CENTRAL CRASH BARRIER AND SPINS COMES TO REST IN LANE 2 AND IS HIT BY V2.  
 Occurred on A64 WESTBOUND CARRIAGEWAY, GRIMSTON, 250 METRES WEST OF A64 W/B/C ONSLIP, YORK

Vehicle Reference 1 Car Going ahead right bend  
 Vehicle movement from N to SW No tow / articulation  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: Cent crash barrier  
 O/S onto cent res Age of Driver 21 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight  
 Not a pupil Postcode YO153PJ Seatbelt

Vehicle Reference 2 Car Going ahead right bend  
 Vehicle movement from N to SW No tow / articulation  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 58 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 58 Male Driver/rider Severity: Slight  
 Not a pupil Postcode WF118JJ Seatbelt

Vehicle Reference 3 Car Going ahead right bend  
 Vehicle movement from N to SW No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Did not leave carr  
Non-stop, not hit

Driver not contacted

Not traced

12140025626 16/02/2014 Time 1220 Vehicles 3 Casualties 3 Slight  
E: 464892 N: 451572 First Road: A 1079 Road Type 1  
Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal A 64  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight: street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Defective brakes	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	
4th:			
5th:			
6th:			

VOO3 AND VOO2 ARE STATIONARY AT TRAFFIC LIGHTS - JUNCTION OF A1079/A64 HULL ROAD TRAVELLING WEST TOWARDS YORK. V001 COLLIDES WITH REAR OF V002, VOO2 THEN COLLIDES WITH REAR OF VOO3.

Occurred on JUNCTION OF A1079 HULL ROAD AND A64 GRIMSTON YORK

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from E to W No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle: 2  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 94 Male  
Not hit and run Breath test Negative  
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 94 Male Driver/rider Severity: Slight  
Not a pupil Postcode YO422XE Seatbelt

Vehicle Reference 2 Car Going ahead but held up  
Vehicle movement from E to W No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle: 1  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 45 Male  
Not hit and run Breath test Negative  
Driver Postcode: VRM:  
Location at impact  
Hit object in road Off road:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Age of Driver  
Breath test  
Driver Postcode: VRM:  
Vehicle Reference 3 Car Going ahead but held up  
Vehicle movement from E to W No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle: 2  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 39 Female  
Not hit and run Breath test Negative  
Driver Postcode: VRM:  
Casualty Reference: 2 Vehicle: 3 Age: 39 Female Driver/rider Severity: Slight  
Not a pupil Postcode HU68BU Seatbelt  
Casualty Reference: 3 Vehicle: 3 Age: 20 Female Passenger Severity: Slight  
Not a pupil Postcode HU68BU Seatbelt  
Back seat

12140046149 23/03/2014 Time 1338 Vehicles 2 Casualties 1 Slight  
E: 464238 N: 451397 First Road: A 1079 Road Type Dual carriageway  
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified  
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
Daylight: street lights present Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Very Likely
3rd:		
4th:		
5th:		
6th:		

V1 IS TRAVELLING ON THE A1079 INTO YORK. V1 THEN TRAVELS THROUGH A RED TRAFFIC LIGHT. AS A RESULT OF THIS V1 COLLIDES WITH DRIVERS SIDE OF V2. V2 HAD ENTERED THE JUNCTION ON A GREEN LIGHT.

Occurred on A1079 HULL ROAD AT JUNCTION WITH GRIMSTON BAR PARK & RIDE, OSBALDWICK, YORK

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 25 Male  
Not hit and run Breath test Negative  
Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

Vehicle Reference 2 Car Turning right  
 Vehicle movement from W to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering main road First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 56 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 56 Female Driver/rider Severity: Slight  
 Not a pupil Postcode ML110JJ Seatbelt

2090100980 15/06/2009 Time 1200 Vehicles 2 Casualties 1 Slight  
 E: 465043 N: 451700 First Road: A 166 Road Type 1  
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 1079  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Dazzling sun	Vehicle 2	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V1 STOPS AT A1079 ROUNDABOUT WITH A64. WHILST WAITING FOR TRAFFIC ON THE ROUNDABOUT TO PASS V2 COLLIDES WITH THE REAR OF V2.

Occurred on A166 STAMFORD BRIDGE ROAD AT JUNCTION WITH A1079 HULL ROAD, YORK

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from NE to SW No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Cleared junction o First impact Back Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 68 Female  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 68 Female Driver/rider Severity: Slight  
 Not a pupil Postcode YO265NG Seatbelt

Vehicle Reference 2 Car Stopping  
 NE SW No tow / articulation

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

On main carriageway	No skidding, jack-knifing or overturning		
Jct Approach	Front		1
None	None		
Did not leave carr		32	Male
Not hit and run	Driver not contacted		

2090135093 07/08/2009 Time 0725 Vehicles 2 Casualties 2 Slight

E: 464967 N: 451234 First Road: A 64 Road Type Dual carriageway

Speed limit: 70 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DFT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Possible
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd: Sudden braking	Vehicle 1	Very Likely
4th: Loss of control	Vehicle 1	Very Likely
5th:		
6th:		

V1 TRAVELS PAST THE A1079 ONSLIP ALONG THE A64 WESTBOUND CARRAIGEWAY, VEHICLES AHEAD START BRAKING DUE TO SLOW MOVING VEHICLE AHEAD. IN LANE ONE, V1 REACTS TO BRAKING BY BRAKING HERSELF LOOSES CONTROL AND OVERCORRECTS CROSSES INTO PATH OF FOLLOWING V

EHICLE, V2 COLLISION OCCURS BETWEEN V1 AND V2. V1 FORCED INTO ARMCO BARRIER.

Occurred on A64 YORK TO LEEDS ROAD, 450M WEST OF A1079 GRIMSTON BAR INTERCHANGE, YORK

Vehicle Reference	1	Car	Going ahead other
Vehicle movement from	NE to SW	No tow / articulation	
On main carriageway		Skidded	
Location at impact	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	Cent crash barrier
O/S onto cent res		Age of Driver	25
Not hit and run	Breath test	Driver not contacted	Female
Driver Postcode:	VRM:		

Casualty Reference:	1	Vehicle:	1	Age:	25	Female	Driver/rider	Severity:	Slight
Not a pupil		Postcode	YO325BE	Seatbelt					

Vehicle Reference	2	Goods 3.5 tonnes mgw and under	Going ahead other
Vehicle movement from	NE to SW	No tow / articulation	
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Front
Vehicle movement from	None to		None
			Hit vehicle: 1

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

Did not leave carr 40 Male  
Not hit and run Hit vehicle:  
Location at impact Driver not contacted  
Hit object in road Off road:

Casualty Reference: 2 Vehicle: 2 Age: 40 Male Driver/rider Severity: Slight  
Breath test 2  
Driver Postcode: Not a pupil VRM: Postcode YO153PX Seatbelt

2090171227 02/10/2009 Time 1100 Vehicles 2 Casualties 1 Slight  
E: 464879 N: 451570 First Road: A 64 Road Type Dual carriageway  
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 64  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Other  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Exceeding speed limit	Vehicle 1	Very Likely
2nd: Distraction outside vehicle	Vehicle 1	Possible
3rd: Careless/Reckless/In a hurry	Vehicle 1	
4th:		
5th:		
6th:		

V2 MOVED THROUGH GREEN LIGHT TO TURN RIGHT ONTO CARRIAGEWAY INTO YORK. V1 WAS TRAVELLING UP HULL ROAD COMING THROUGH A RED LIGHT WHEN SHE HIT V2.

Occurred on A64 HULL ROAD, YORK

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle: 2  
Hit object in road None Off road: Lamp post  
Did not leave carr Age of Driver 78 Female  
Not hit and run Breath test Not applicable  
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 78 Female Driver/rider Severity: Slight  
Not a pupil Postcode YO411JT Seatbelt

Vehicle Reference 2 Car Turning right  
Vehicle movement from E to N No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle: 1  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 48 Male  
Not hit and run Breath test Negative  
Driver Postcode: VRM:

Hit object in road Off road:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Age of Driver  
Breath test  
Driver Postcode: VRM:  
2090191844 04/11/2009 Time 1730 Vehicles 2 Casualties 1 Slight  
E: 464977 N: 451724 First Road: A 64 Road Type Slip road A 1079  
Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal  
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp  
Darkness: street lights present and lit Raining without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

V1 LEAVES A64 WBC AND TRAVELS UP THE OFFSLIP TO THE JUNCTION WITH THE A1079 GRIMSTON BAR ROUNDABOUT, AND BECOMES STATIONARY DUE TO THE A.T.S. BEING ON RED. V2 IS INFRONT OF V1 WAITING AT A.T.S., V1 GETS READY TO MOVE OFF AS LIGHTS CHANGED AND V2 MOVE S OFF THINKING LIGHTS HAD CHANGED V1 HAS SHUNTED V2 IN THE REAR.

Occurred on A64 OFFSLIP AT JUNCTION WITH A1079 GRIMSTON ROUNDABOUT, YORK

Vehicle Reference 1 Car Going ahead but held up  
Vehicle movement from Par to Parked No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering from slip road First impact Front Hit vehicle: 2  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 35 Female  
Not hit and run Breath test Driver not contacted  
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up  
Vehicle movement from Par to Parked No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering from slip road First impact Back Hit vehicle: 1  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 28 Female  
Not hit and run Breath test Driver not contacted  
Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Casualty Reference: 1 Vehicle: 2 Age: 28 Female Driver/rider Severity: Slight  
Not a pupil Postcode YO325YL Seatbelt

2090192593 05/11/2009 Time 1532 Vehicles 2 Casualties 1 Slight  
E: 464855 N: 451568 First Road: A 1079 Road Type 1  
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to signal/Misleading signal	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 2	Possible
3rd: Failed to judge other persons path or speed	Vehicle 2	
4th:		
5th:		
6th:		

V1 (CYCLIST) RIDING BICYCLE ON LEFT HAND SIDE OF ROAD ON ROUNDABOUT WHEN HIT FROM THE SIDE AND REAR BY V2. V2 DID NOT STOP AND CYCLIST LEFT AREA. CYCLIST MINOR INJURIES. BOTH PARTIES REPORTED RTC TO POLICE. NO INDEPENDENT WITNESSES.

Occurred on A1079 GRIMSTON BAR ROUNDABOUT, YORK

Vehicle Reference 1 Pedal Cycle Going ahead other  
Vehicle movement from E to W No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Leaving roundabout First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 36 Male  
Not hit and run Breath test Driver not contacted  
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Driver/rider Severity: Slight  
Not a pupil Postcode YO411DS Seatbelt

Vehicle Reference 2 Car Turning left  
Vehicle movement from S to W No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Entering roundabout First impact Front Hit vehicle: 1  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 42 Male  
Not hit and run Breath test Driver not contacted  
Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2090211697 08/12/2009 Time 0838 Vehicles 1 Casualties 1 Slight  
 E: 464828 N: 451683 First Road: A 64 Road Type Slip road  
 Speed limit: 70 Junction Detail: T & Stag Jct Give way or controlled A 1079  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

V1 TRAVELLING AT SPEED AROUND LEFT HAND BEND ONTO SLIP ROAD TO A64 EBC. DRIVER LOSES CONTROL, VEHICLE ROTATES OFF ROAD ON NEARSIDE AND DOWN EMBANKMENT ONTO ROUGHT HEDGING. DRIVER RECEIVES MINOR INJURIES.  
 Occurred on A64 LEEDS TO SCARBOROUGH TRUCK ROAD AT JUNCTION WITH A1079 GRIMSTON BAR  
 ONSLIP TO EBC, YORK

Vehicle Reference 1 Car Going ahead left bend  
 Vehicle movement from S to W No tow / articulation  
 On main carriageway Skidded  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: Tree  
 Nearside Age of Driver 20 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight  
 Not a pupil Postcode YO422GW Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2090213018 10/12/2009 Time 1430 Vehicles 1 Casualties 1 Slight  
 E: 463826 N: 451947 First Road: U Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Junction overshoot	Vehicle 1	
4th:			
5th:			
6th:			

DRIVER HAS FAILED TO NEGOTIATE LEFT HAND TURN INTO OSBALDWICK VILLAGE AND TRAVELLED STRAIGHT ON COLLIDING WITH ROAD SIGN AND COMING TO REST IN THE DITCH.

Occurred on OSBALDWICK LINK ROAD AT JUNCTION WITH OSBALDWICK VILLAGE, YORK

Vehicle Reference 1 Car Turning left  
 Vehicle movement from S to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout First impact Front Hit vehicle:  
 Hit object in road None Off road: Road sign / ATS  
 Straight ahead at Jun Age of Driver 88 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO105HT Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100074856 09/05/2010 Time 1805 Vehicles 2 Casualties 1 Slight  
 E: 463733 N: 451225 First Road: A 1079 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

CYCLIST HAS APPROACHED THE ROUNDABOUT HEADING IN THE DIRECTION OF THE YORK CITY CENTRE, HE WAS IN THE RIGHT HAND LANE, BUT HAS SWITCHED TO THE LEFT HAND LANE AT THE LAST MOMENT. AS HE HAS DONE THIS, V2 HAS ENTERED THE ROUNDABOUT FROM FIELD LANE AND COLLIDED WITH THE CYCLIST AS HE HAS SWITCHED LANES. THE CYCLIST HAS FALLEN TO THE GROUND. THE DRIVER OF V2 HAS STOPPED IMMEDIATELY AND ASSISTED THE CYCLIST.  
 Occurred on A1079 HULL ROAD AT JUNCTION WITH FIELD LANE, ~

Vehicle Reference 1 Pedal Cycle Turning left  
 Vehicle movement from E to SW No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Leaving roundabout First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO242RZ Seatbelt

Vehicle Reference 2 Car Stopping  
 Vehicle movement from S to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Front Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 63 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100082416 20/05/2010 Time 0815 Vehicles 2 Casualties 1 Slight  
 E: 463742 N: 451288 First Road: A 1079 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Illegal turn or direction of travel	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

V1 TRAVELS ALONG TRANBY AVENUE HEADING SOUTH TO ITS JUNCTION WITH A1079. THE CYCLIST TRAVELS WEST ALONG THE A1079 AND CYCLES THE WRONG WAY AROUND THE ROUNDABOUT CROSSING THE JUNCTION WITH TRANBY AVENUE. DRIVER OF V1 FAILS TO SEE ONCOMING PEDAL CYCLIST AND COLLISION OCCURS RESULTING IN SLIGHT INJURY TO PEDAL CYCLIST.  
 Occurred on A1079 HULL ROAD AT JUNCTION WITH TRANBY AVENUE, OSBALDWICK, ~

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Front Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 34 Female  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from E to W No tow / articulation  
 Cycle lane (on main carriageway) No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Back Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 24 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO195QH Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100099564 18/06/2010 Time 1910 Vehicles 2 Casualties 1 Slight  
 E: 465117 N: 451628 First Road: A 1079 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Other Automatic traffic signal B 1228  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 2	Possible
3rd:	Sudden braking	Vehicle 1	
4th:			
5th:			
6th:			

V1 TRAVELLING A1079 FROM YORK APPROACHES JUNCTION WITH ELVINGTON LANE INTENDING TO CONTINUE A1079. V2 TRAVELLING SAME FOLLOWING V1. V1 MISTAKES TRAFFIC SIGNAL APPLIED AND STOPS SUDDENLY. V2 FAILS TO STOP AND COLLIDES WITH V1

Occurred on A1079 HULL ROAD AT JUNCTION WITH B1228 ELVINGTON LANE, ~

Vehicle Reference 1 Car Going ahead right bend  
 Vehicle movement from NW to S No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Leaving roundabout First impact Back Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 44 Female  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead right bend  
 Vehicle movement from NW to S No tow / articulation  
 On main carriageway Skidded  
 Location at impact Leaving roundabout First impact Front Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 32 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO306HT Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100150981 02/09/2010 Time 1320 Vehicles 2 Casualties 1 Slight  
 E: 464857 N: 451692 First Road: A 1079 Road Type 1  
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DIRECTION OF TRAVEL GUESSED AS NOT GIVEN

V1 AND V2 HAVE EARLIER HAD ROAD RAGE WHICH CONTINUES ONTO ROUNDABOUT WITH HAND GESTURES. V2 AHEAD OF V1 BOTH TRAVELLING AROUND ROUNDABOUT INTENDING GOING IN SAME DIRECTION. V2 CHANGES LANES AND V1 CATCHES FRONT OFFSIDE CORNER OF VEHICLES AS BOTH NE GOTIATE ROUNDABOUT. BOTH VEHICLES STOP AT SCENE AND DISPUTE WHO WAS AT FAULT. NO INDEPENDENT WITNESS TO ACCIDENT AND VERY MINOR INJURY SUSTAINED  
 Occurred on A1079 GRIMSTON ROUNDABOUT, YORK ~

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other  
 Vehicle movement from W to E Articulated  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout First impact Nearside Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 38 Male  
 Not hit and run Breath test Not requested  
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Male  
 Not hit and run Breath test Not requested  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 27 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO434HL Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100159139 15/09/2010 Time 1718 Vehicles 2 Casualties 1 Slight  
 E: 463827 N: 451282 First Road: A 1079 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Possible
2nd:	Cyclist wearing dark clothing at night	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

V1 WAS EXITING THE BP FILLING STATION ON HULL ROAD TO TURN LEFT ONTO HULL ROAD TOWARDS GRIMSTON BAR. CYCLIST (V2) ON CYCLE PATH TRIES TO AVOID V1 AND V1 HITS V2 ON RIGHT SIDE CAUSING DRIVER OF V2 TO FALL OFF  
 Occurred on HULL ROAD, YORK~

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from S to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 25 Female  
 Not hit and run Breath test Not requested  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight  
 Not a pupil Postcode YO195NR Seatbelt

Vehicle Reference 2 Pedal Cycle Stopping  
 Vehicle movement from W to E No tow / articulation  
 Cycleway or shared use footway (not part of mai No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 25 Female  
 Not hit and run Breath test Not requested  
 Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100173043 07/10/2010 Time 1735 Vehicles 2 Casualties 1 Slight  
 E: 465134 N: 451606 First Road: B 1228 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal A 1079  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

NO DETAILS AS OF 20/10/2010 - ELA

Occurred on B1228 ELVINGTON TO JUNCTION WITH A1079 ~

Vehicle Reference 1 Car Stopping  
 Vehicle movement from NW to SE No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Not traced  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead but held up  
 Vehicle movement from NW to SE No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 25 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Slight  
 Not a pupil Postcode DN146NQ Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100191026 05/11/2010 Time 0820 Vehicles 2 Casualties 1 Slight  
 E: 463816 N: 451280 First Road: A 1079 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Other Give way or controlled  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Possible
2nd: Failed to look properly	Vehicle 2	Possible
3rd: Failed to judge other persons path or speed	Vehicle 1	Possible
4th: Failed to judge other persons path or speed	Vehicle 2	Possible
5th:		
6th:		

TAXI DRIVER PULLING OUT OF GARAGE, GIVING WAY TO RIGHT ON DUAL CARRIAGEWAY (NO TRAFFIC FROM LEFT).  
 CYCLIST CYCLING ON PAVEMENT COMING FROM DRIVERS LEFT, DOES NOT STOP AT END OF PAVEMENT AND CYCLES INTO  
 TAXI DRIVER PULLING OUT.

Occurred on A1079 HULL ROAD (BP GARAGE), YORK~

Vehicle Reference 1 Car Starting  
 Vehicle movement from N to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Cleared junction o First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 48 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 43 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO196SH Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100205526 29/11/2010 Time 0840 Vehicles 1 Casualties 1 Slight  
 E: 464950 N: 451333 First Road: A 64 Road Type Dual carriageway  
 Speed limit: 70 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Snow  
 Snowing without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	Very Likely
4th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
5th:			
6th:			

V1 WAS TRAVELLING ON THE EASTBOUND CARRIAGE OF THE A64, BETWEEN THE A1079 OFF SLIP AND ON SLIP IN LANE 1 AT ABOUT 50MPH. COMING ROUND THE BEND V1 HAS ENCOUNTERED SNOW LYING IN LANE 2 AND LOST CONTROL, HITTING THE ARMCO AND COMING TO REST IN LANE 2 FACING BACK UP CARRIAGEWAY.

Occurred on A64, YORK~

Vehicle Reference 1 Car Going ahead left bend  
 Vehicle movement from SE to W No tow / articulation  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: Cent crash barrier  
 O/S onto cent res & rebounded Age of Driver 19 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO329UU Seatbelt

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100214649 22/11/2010 Time 1410 Vehicles 2 Casualties 2 Slight  
 E: 465070 N: 451619 First Road: A 1079 Road Type Dual carriageway A 64  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

V1 STATIONARY A1079 N/S LANE AT RED T/L TRAVELLING TOWARDS YORK, V2 TRAVELLING SAME DIRECTION FAILS TO STOP AND COLLIDES WITH REAR OF V1. S170 COMPLIED WITH AT SCENE

Occurred on A1079 HULL ROAD YORK, GRIMSTON INTERCHANGE JUNCTION A64~

Vehicle Reference 1 Car Waiting to turn left  
 Vehicle movement from E to S No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 29 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight  
 Not a pupil Postcode HU033DP Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 42 Male Passenger Severity: Slight  
 Not a pupil Postcode HU094RU Seatbelt  
 Front seat

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from E to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Driver not contacted  
 Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2100734878 09/08/2010 Time 1228 Vehicles 3 Casualties 2 Slight  
 E: 464867 N: 451868 First Road: A 64 Road Type Dual carriageway  
 Speed limit: 70 Junction Detail: Not within 20m of junction Not applicable  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

V3 TRAVELLING EASTBOUND ON A64 PASSING GRIMSTON INTERCHANGE FOLLOWED BY V2, WHICH IN TURN WAS FOLLOWED V1. V3 BRAKES TO A STOP FOR QUEUEING TRAFFIC, V2 BRAKES TO A STOP BEHIND V3, V1 FAILS TO STOP AND COLLIDES WITH REAR OF V2 PUSHING V2 INTO REAR OF V3. V1 THEN LEAVES CARRIAGEWAY TO NEARSIDE.  
 Occurred on A64 EASTBOUND NORTH OF A1079 ON SLIP~

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other  
 Vehicle movement from S to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2  
 Hit object in road None Off road: None  
 Nearside Age of Driver 46 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Slight  
 Not a pupil Postcode BD211BJ Seatbelt

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Stopping  
 Vehicle movement from S to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 3  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 40 Male Driver/rider Severity: Slight  
 Not a pupil Postcode HX28LQ Seatbelt

Vehicle Reference 3 Car Stopping  
 Vehicle movement from S to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Not at, or within 20M of Jct First impact Back Hit vehicle: 2  
 None None

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Did not leave carr 78 Female  
Not hit and run Negative

2110018314 03/02/2011 Time 0900 Vehicles 1 Casualties 1 Serious

E: 464940 N: 451095 First Road: A 64 Road Type Single carriageway

Speed limit: 60 Junction Detail: Not within 20m of junction Not applicable

Crossing: Control None Facilities: None within 50m Road surface Dry  
Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VI TRAVELS ALONG THE WESTBOUND CARRIAGEWAY OF THE A64 TOWARDS LEEDS. THE DRIVER TOOK HER EYES OFF THE ROAD MOMENTARILY TO LOOK AT THE CAR RADIO. AS SHE DID SO, THE VEHICLE DRIFTED ONTO THE CENTRAL RESERVATION, DRIVER PANICKED AND TRIED TO CORRECT THE ERROR BUT IN DOING SO, LOST CONTROL OF THE CAR AND LEFT THE ROAD TO THE NEARSIDE ROLLING DOWN THE EMBANKMENT BEFORE COMING TO REST

Occurred on A64 WESTBOUND CARRIAGEWAY, GRIMSTON, ~

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation  
On main carriageway Skidded and overturned  
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Nearside Age of Driver 22 Female  
Not hit and run Breath test Negative  
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Serious  
Not a pupil Postcode YO607NT Seatbelt

Location at impact  
Hit object in road Off road:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2110063931 20/04/2011 Time 1525 Vehicles 3 Casualties 2 Slight  
 E: 465113 N: 451634 First Road: A 1079 Road Type Slip road Age of Driver  
 Speed limit: 40 Junction Detail: Crossroads Automatic traffic signal B 1228  
 Driver Postcode: VRM:  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:	Sudden braking	Vehicle 002	
4th:			
5th:			
6th:			

VEHS 1,2 AND 3 TRAVEL ONTO A1079 FROM DIRECTION OF GRIMSTON BAR PULLING INTO RIGHT FILTER LANE TO TURN RIGHT TOWARDS ELVINGTON. INITIALLY TRAFFIC LIGHTS ARE ON RED THEN CHANGE TO GREEN WITH VEHICLE 3 CLOSEST TO THE LIGHTS FOLLOWED BY VEHICLE 2 THE VE  
 HICLE 1. VEHICLES 2 AND 3 SET OFF BUT THEN STOP AGAIN DUE TO OTHER VEHICLES IN FRONT. VEHICLE 3 FAILS TO STOP IN TIME AND COLLIDES WITH NEAR SIDE OF VEHICLE 2 CAUSING VEHICLE 2 TO JOLT FORWARD INTO BACK OF VEHICLE 3 ALL COME TO REST IN CARRIAGEWAY  
 Occurred on A1079 HULL ROAD AT JUNCTION WITH B1228 ELVINGTON LANE ~

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from W to E Single trailer  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 41 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:  
 Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO424LZ Seatbelt  
 Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead but held up  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle: 01  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 33 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:  
 Casualty Reference: 2 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight  
 Not a pupil Postcode YO323RR Seatbelt  
 Vehicle Reference 3 Goods 3.5 tonnes mgw and under Going ahead but held up  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Jct Approach None Back None 02  
Did not leave carr 61 Male  
Not hit and run Negative

2110091655 04/06/2011 Time 1230 Vehicles 3 Casualties 3 Slight  
E: 464946 N: 451763 First Road: A 64 Road Type Dual carriageway  
Speed limit: 70 Junction Detail: T & Stag Jct Give way or controlled A 1079  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperience of driving on the left	Vehicle 1	Possible
2nd:	Inexperience of driving on the left	Vehicle 2	Possible
3rd:	Inexperience of driving on the left	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

V1.V2.V3 ALL TRAVELLING IN CONVOY IN SLOW TRAFFIC. V1 COLLIDES WITH V2, WHICH THEN COLLIDES WITH V3  
Occurred on A64 SLIP ROAD TO A1079 HULL ROAD~

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle: V2  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 28 Unknown  
Not hit and run Breath test Negative  
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from N to S No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle: V3  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 33 Unknown  
Not hit and run Breath test Negative

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Location at impact First impact Hit vehicle:  
Hit object in road Off road: Passenger Severity: Slight  
Casualty Reference: 2 Vehicle: 2 Age: 8 Male  
Not a pupil Postcode DE248EG Age of Driver Seatbelt  
Back seat Breath test  
Driver Postcode: VRM:  
Casualty Reference: 3 Vehicle: 2 Age: 11 Female Passenger Severity: Slight  
Not a pupil Postcode DE248EG Seatbelt  
Back seat  
Vehicle Reference 3 Car Going ahead other  
Vehicle movement from N to S No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle: V2  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Male  
Not hit and run Breath test Negative  
Driver Postcode: VRM:  
Casualty Reference: 1 Vehicle: 3 Age: 30 Female Passenger Severity: Slight  
Not a pupil Postcode HX15NA Seatbelt  
Back seat

2110092734 06/06/2011 Time 1432 Vehicles 2 Casualties 1 Slight  
E: 463704 N: 451265 First Road: A 1079 Road Type Single carriageway  
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 1079  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Following too close	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Very Likely
3rd: Aggressive driving	Vehicle 1	Very Likely
4th: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:		
6th:		

V2 TRAVELS FROM A64 TOWARDS FIELD LANE ROUNADBOUT ON A1079. SLOWS TO A STOP AT GIVE WAY LINES AT ROUNDABOUT. V1 IS TRAVELLING DIRECTLY BEHIND V2. V1 DRIVER IS SEEN NOT TO BE WATCHING AHEAD AND DRIVES INTO REAR OF V2 FORCING IT FORWARDS. V1 DRIVER REVERSES AND DRIVES AWAY FAILING TO STOP/REPORT THE COLLISION. V2 DRIVER SUSTAINS INJURY  
Occurred on A1079 HULL ROAD ROUNDABOUT JUNCTION, WITH FIELD LANE, OSBALDWICK,~

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from W to E No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle: 2  
Driver Postcode: None VRM: None

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Did not leave carr  
Hit and run Driver not contacted Male

Vehicle Reference 2 Car Going ahead but held up  
Vehicle movement from W to E No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle: 1  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 56 Female  
Not hit and run Breath test Negative  
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 56 Female Driver/rider Severity: Slight  
Not a pupil Postcode YO322QE Seatbelt

2110096771 13/06/2011 Time 0550 Vehicles 1 Casualties 1 Slight  
E: 464863 N: 451733 First Road: A 64 Road Type Single carriageway  
Speed limit: 60 Junction Detail: Not within 20m of junction Not applicable  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

V1 LEAVES GRIMSTON ROUNDABOUT JUNCTION WITH THE A1079 AT YORK AND JOINS THE A64 SLIP ROAD WEST. WHILST NEGOTIATING LEFT BEND, DRIVER LOSES CONTROL AND LEAVES ROAD TO THE NEARSIDE COLLIDING WITH SIGN AND COMES TO REST

Occurred on A64 WESTBOUND CARRIAGEWAY ONSLIP, ~

Vehicle Reference 1 Car Going ahead left bend  
Vehicle movement from E to SW No tow / articulation  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: Road sign / ATS  
Nearside Age of Driver 20 Male  
Not hit and run Breath test Negative  
Driver Postcode: VRM:  
Hit object in road Off road:



Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2110190831 10/11/2011 Time 1655 Vehicles 1 Casualties 1 Slight  
 E: 463735 N: 451927 First Road: C 175 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: no street lighting Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd: Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
3rd:		
4th:		
5th:		
6th:		

VEH 1 TRAVELLING ALONG MURTON WAY FROM DIRECTION OF OSBALDWICK LINK ROAD TOWARDS TRANBY AVENUE, CLIPS PEDESTRIAN ON NEARSIDE GRASS VERGE WITH NEARSIDE WING MIRROR OF VEHICLE

Occurred on OUTSIDE 23 MURTON WAY, NEAR JUNCTION WITH BECKETT DRIVE~

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from E to W No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Cleared junction o First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 82 Male  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 11 Female Pedestrian Severity: Slight  
 Not a pupil Postcode YO195RX Seatbelt  
 On footpath / verge W bound  
 In carr back to traffic

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

2110208292 10/12/2011 Time 2250 Vehicles 2 Casualties 1 Slight  
 E: 463702 N: 451262 First Road: A 1079 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

V2 HEADING ALONG HULL ROAD APPROACHING THE ROUNDABOUT WITH TRANBY AVENUE. V1 IS FOLLOWING BEHIND IN SAME DIRECTION. V2 STOPS TO GIVE WAY TO ON COMING TRAFFIC WHICH CHANGED DIRECTION AND HEADS STRAIGHT ON. V1 COLLIDES WITH REAR OF V2

Occurred on A1078 HULL ROAD AT ROUNDABOUT WITH TRANBY AVENUE ~

Vehicle Reference 1 Taxi/Private hire car Going ahead other  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Front Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 54 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight  
 Not a pupil Postcode YO329RX Seatbelt

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from W to E No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Back Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 56 Female  
 Not hit and run Breath test Negative  
 Driver Postcode: VRM:

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

**Notes:**

666- Martin Crabtree - Bryan G Hall

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	28	30
2-wheeled motor vehicles	0	1	3	4
Pedal cycles	0	0	7	7
Horses & other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>38</b>	<b>41</b>

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	34	36
Passenger	0	0	9	9
Motorcycle rider	0	1	3	4
Cyclist	0	0	6	6
Pedestrian	0	0	2	2
Other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>57</b>

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

Selection:

Selected using Build Query :

Notes:

666- Martin Crabtree - Bryan G Hall

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
12120061106	17/04/2012	1	Slight	1	0	0	0	0	Light	No turn	Dry	1520	MURTON WAY, 30 METRES EAST OF OUTGANG LANE, YORK
12120062162	19/04/2012	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1605	A1079 HULL ROAD AT ROUNDABOUT WITH TRANBY AVENUE~
12120072346	06/05/2012	1	Slight	0	1	0	1	0	Light	No turn	Dry	1540	GRIMSTON BAR ROUNDABOUT WITH A64 YORK
12120136330	17/08/2012	4	Slight	0	0	0	0	0	Light	Right	Wet/Damp	1630	A1079 HULL ROAD AT JUNCTION WITH GRIMSTON BAR PARK AN
12120136892	18/08/2012	3	Slight	0	0	0	1	2	Light	No turn	Dry	1107	A64 YORK TO SCARBROUGH ROAD, 300M SOUTH OF A1079 HUL
12120145174	31/08/2012	1	Slight	0	0	0	0	0	Light	No turn	Dry	1540	A1079 HULL ROAD, 5M SOUTH OF A64.
12120151000	09/09/2012	1	Serious	1	0	0	0	0	Light	No turn	Dry	1115	A64 EAST BOUND GRIMSTON 120M NORTH A1079 OFFSLIP YORK
12120179379	23/10/2012	1	Slight	2	0	0	0	0	Dark	No turn	Dry	2110	A1079 HULL ROAD ROUNDABOUT JUNCTION WITH FIELD LANE,
12130035499	01/02/2013	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0730	A166 STAMFORD BRIDGE ROAD ON APPROACH TO GRIMSTO
12130134968	08/08/2013	2	Slight	0	0	0	0	1	Light	Right	Dry	1220	HULL ROAD AT JUNCTION WITH OSBALDWICK LINK ROAD, YORK
12130151654	01/09/2013	2	Slight	1	0	0	0	0	Light	No turn	Dry	1330	GRIMSTON ROUNDABOOUT A64 AT JUNCTION WITH A166 YORK
12130173973	06/10/2013	1	Slight	0	1	0	0	1	Light	No turn	Dry	1330	A1079 HULL ROAD AT JUNCTION WITH B1228 ELVINGTON LANE
12130224774	29/12/2013	1	Serious	0	0	0	0	1	Dark	No turn	Wet/Damp	1735	A64 800 METRES WEST OF A1079 YORK
12140001606	03/01/2014	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1708	A64 WESTBOUND CARRIAGEWAY, GRIMSTON, 250 METRES WEST O
12140025626	16/02/2014	3	Slight	0	0	0	0	1	Light	No turn	Dry	1220	JUNCTION OF A1079 HULL ROAD AND A64 GRIMSTON YORK
12140046149	23/03/2014	1	Slight	0	0	0	0	0	Light	Right	Dry	1338	A1079 HULL ROAD AT JUNCTION WITH GRIMSTON BAR PARK
2090100980	15/06/2009	1	Slight	0	0	0	0	1	Light	No turn	Dry	1200	A166 STAMFORD BRIDGE ROAD AT JUNCTION WITH A1079 HUL
2090135093	07/08/2009	2	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0725	A64 YORK TO LEEDS ROAD, 450M WEST OF A1079 GRIMSTON BA
2090171227	02/10/2009	1	Slight	0	0	0	0	1	Light	Right	Wet/Damp	1100	A64 HULL ROAD, YORK
2090191844	04/11/2009	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1730	A64 OFFSLIP AT JUNCTION WITH A1079 GRIMSTON ROUNDABOUT
2090192593	05/11/2009	1	Slight	0	1	0	0	0	Light	Left	Dry	1532	A1079 GRIMSTON BAR ROUNDABOUT, YORK
2090211697	08/12/2009	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0838	A64 LEEDS TO SCARBOROUGH TRUCK ROAD AT JUNCTION WIT
2090213018	10/12/2009	1	Slight	0	0	0	0	1	Light	Left	Wet/Damp	1430	OSBALDWICK LINK ROAD AT JUNCTION WITH OSBALDWIC
2100074856	09/05/2010	1	Slight	0	1	0	0	0	Light	Left	Dry	1805	A1079 HULL ROAD AT JUNCTION WITH FIELD LANE, ~
2100082416	20/05/2010	1	Slight	0	1	0	0	0	Light	No turn	Dry	0815	A1079 HULL ROAD AT JUNCTION WITH TRANBY AVENUE
2100099564	18/06/2010	1	Slight	0	0	0	0	0	Light	No turn	Dry	1910	A1079 HULL ROAD AT JUNCTION WITH B1228 ELVINGTON LANE, ~
2100150981	02/09/2010	1	Slight	0	0	0	0	0	Light	No turn	Dry	1320	A1079 GRIMSTON ROUNDABOUT, YORK ~
2100159139	15/09/2010	1	Slight	0	1	0	0	0	Light	No turn	Dry	1718	HULL ROAD, YORK~
2100173043	07/10/2010	1	Slight	0	0	0	0	0	Light	No turn	Dry	1735	B1228 ELVINGTON TO JUNCTION WITH A1079 ~
2100191026	05/11/2010	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	0820	A1079 HULL ROAD (BP GARAGE), YORK~
2100205526	29/11/2010	1	Slight	0	0	0	0	0	Light	No turn	Snow	0840	A64, YORK~
2100214649	22/11/2010	2	Slight	0	0	0	0	0	Light	Left	Dry	1410	A1079 HULL ROAD YORK, GRIMSTON INTERCHANGE JUNCTION A64~
2100734878	09/08/2010	2	Slight	0	0	0	0	0	Light	No turn	Dry	1228	A64 EASTBOUND NORTH OF A1079 ON SLIP~
2110018314	03/02/2011	1	Serious	0	0	0	0	0	Light	No turn	Dry	0900	A64 WESTBOUND CARRIAGEWAY, GRIMSTON, ~

Accidents between dates 01/05/2009 and 30/04/2014 (60) months

**Selection:**

Selected using Build Query :

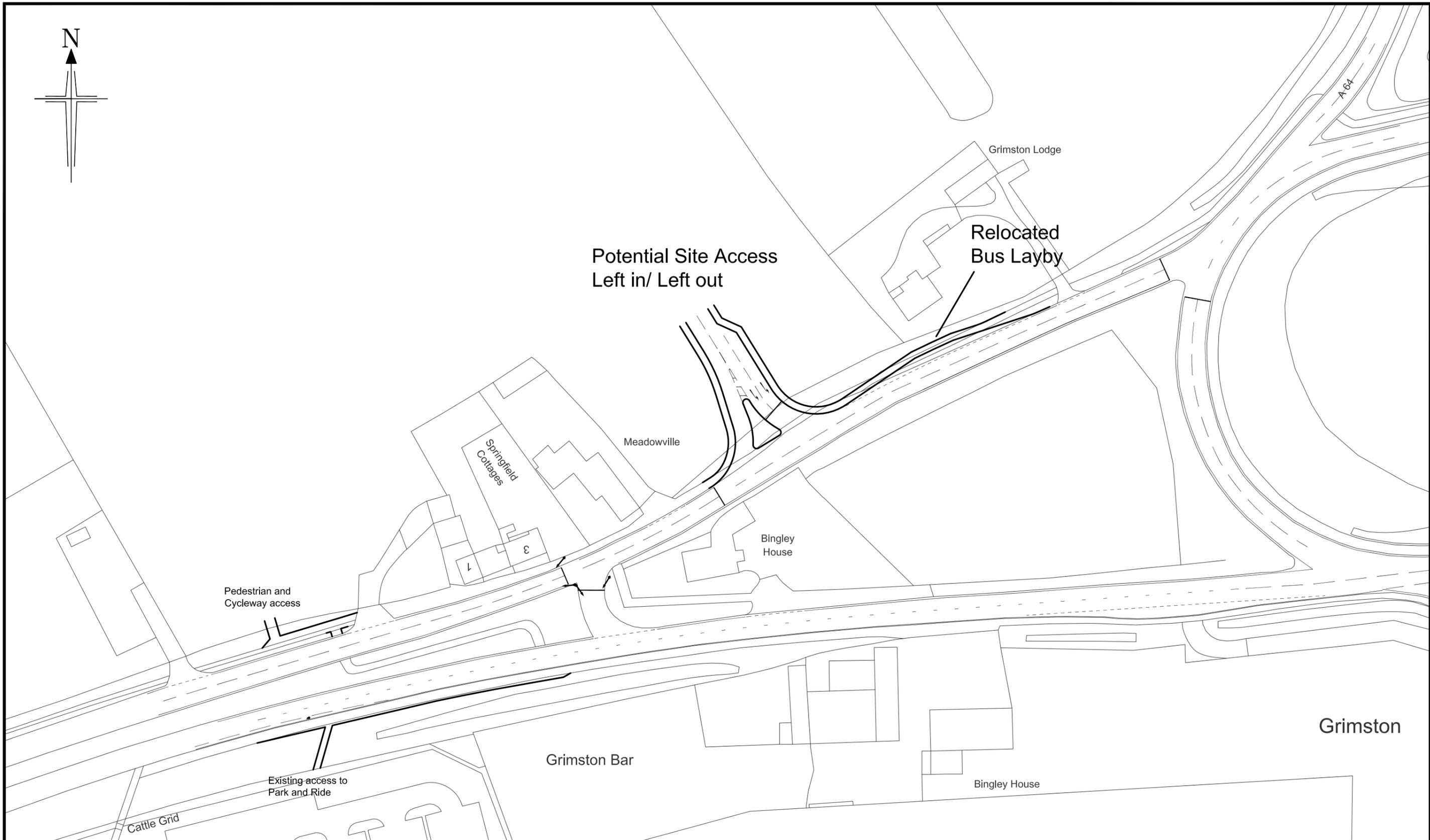
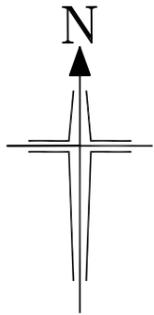
**Notes:**

666- Martin Crabtree - Bryan G Hall

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
2110063931	20/04/2011	2	Slight	0	0	0	0	0	Light	No turn	Dry	1525	A1079 HULL ROAD AT JUNCTION WITH B1228 ELVINGTON LANE ~
2110091655	04/06/2011	3	Slight	0	0	0	2	0	Light	No turn	Dry	1230	A64 SLIP ROAD TO A1079 HULL ROAD~
2110092734	06/06/2011	1	Slight	0	0	0	0	0	Light	No turn	Dry	1432	A1079 HULL ROAD ROUNDABOUT JUNCTION, WITH FIELD LANE
2110096771	13/06/2011	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0550	A64 WESTBOUND CARRIAGEWAY ONSLIP, ~
2110126959	30/07/2011	1	Slight	0	0	1	0	0	Light	No turn	Dry	1439	BINGLEY HOUSE FARM. GRIMSTON BAR, YORK
2110190831	10/11/2011	1	Slight	0	0	1	1	0	Dark	No turn	Dry	1655	OUTSIDE 23 MURTON WAY, NEAR JUNCTION WITH BECKET
2110208292	10/12/2011	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2250	A1078 HULL ROAD AT ROUNDABOUT WITH TRANBY AVENUE ~
Column Totals		57		5	7	2	5	9					
No. of Accidents				4	7	2	4	8					

Total number of accidents listed: 41

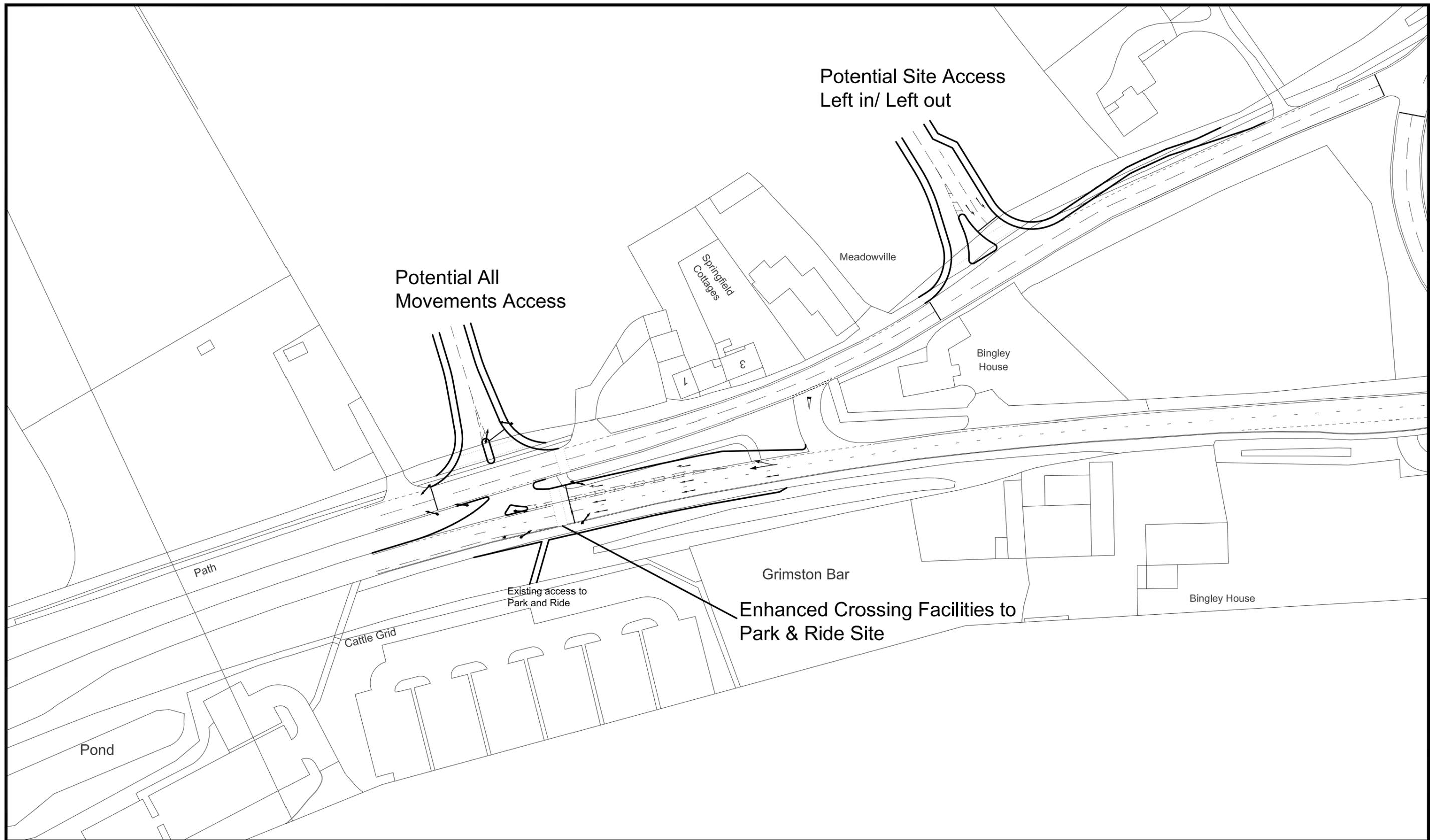
# **APPENDIX BGH 4**



Client GRIMSTON BAR DEVELOPMENT GROUP		Project GRIMSTON PARK, YORK		Rev	Amendments	Drawn	Chkd	Appr	Date
<b>BRYAN · G · HALL</b> consulting civil & transportation planning engineers Bryan G Hall Ltd, Suite E8 Joseph's Well Hanover Walk Leeds, LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201		Title PROPOSED SIGNAL JUNCTION A1079, HULL ROAD, YORK OPTION A		Scale	1:10000	Date	July 2013		Doc Sheet No
				Drawn	AM	Checked	DB		Approved
				Job No	13-315		Drawing No	11/304/TR/001	

FILENAME

# **APPENDIX BGH 5**



Client GRIMSTON BAR DEVELOPMENT GROUP		Project GRIMSTON PARK, YORK		Rev	Amendments	Drawn	Chkd	Appr	Date	
<b>BRYAN · G · HALL</b> consulting civil & transportation planning engineers Bryan G Hall Ltd, Suite E8 Joseph's Well Hanover Walk Leeds, LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201		Title PROPOSED SIGNAL JUNCTION A1079, HULL ROAD, YORK OPTION B		Scale	1:10000	Date	03.11.11			
				Drawn	AM	Checked	DB		Approved	Doc Sheet No
				Job No	July 2013		Drawing No	11/304/TR/002		Rev

FILENAME

# **APPENDIX BGH 6**

# LAND EAST OF GRIMSTON BAR SUSTAINABILITY AND ACCESSIBILITY

Cycle route from site into York City Centre and beyond via The Way of the Roses



(segregated route near Derwenthorpe)

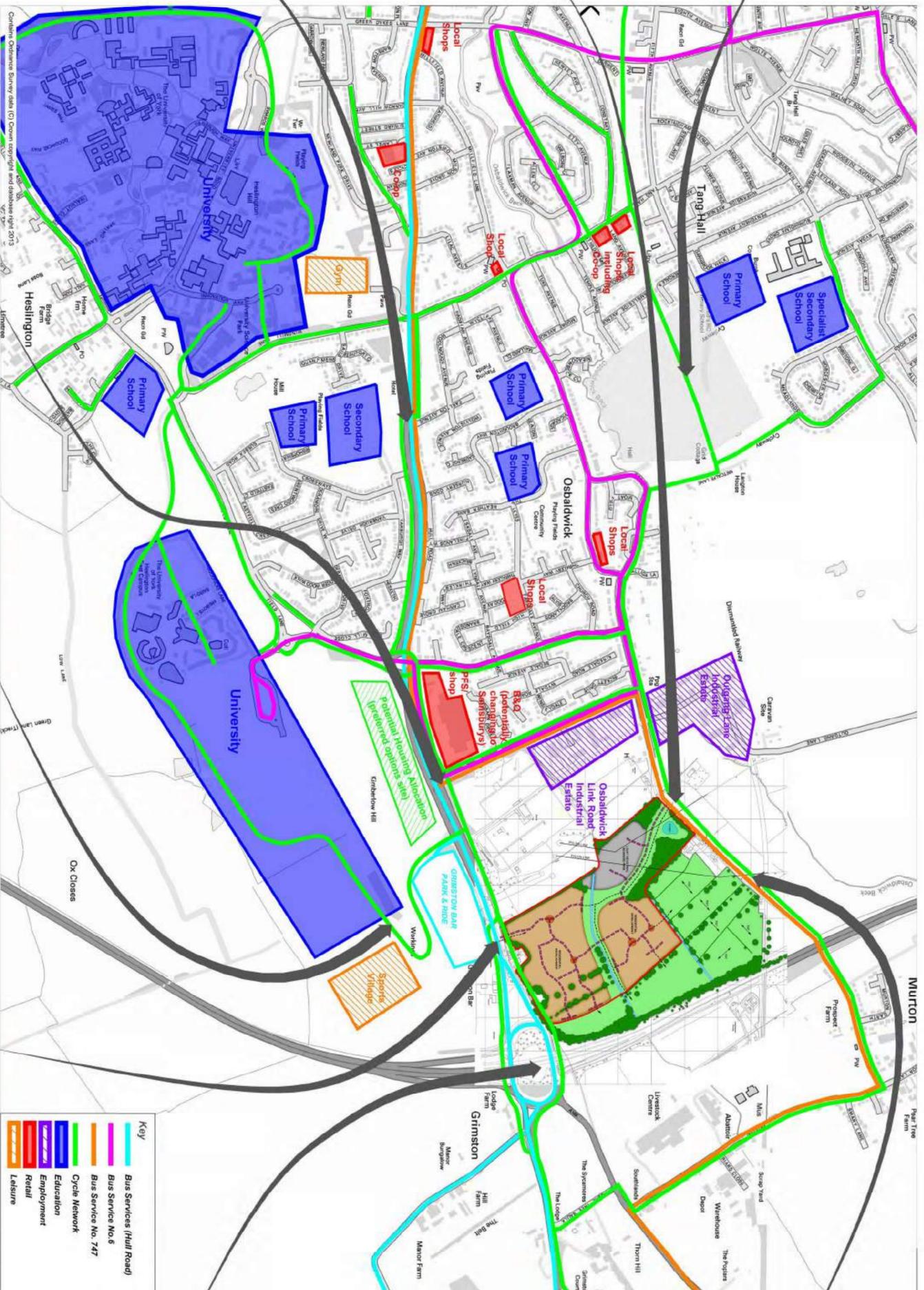
Access to the site from Murton Way with off carriageway pedestrian and cycle provision



Existing Bus Priority Measures along the Hull Road corridor



(Bus Lane and Gate on Hull Road)



Pedestrian and cycle facilities at Osbalwick Link Road junction



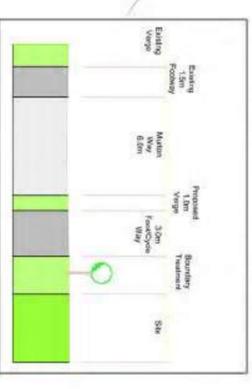
Pedestrian and Cycle link to University of York and associated facilities



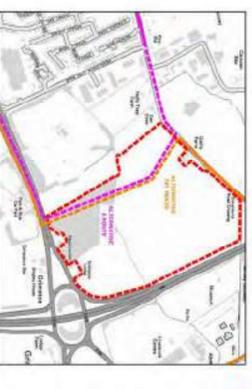
Proposed signalled site access enhancing pedestrians links to Park and Ride



Enhancements to National Cycle Network Route 66 The Way of the Roses from the site to Osbalwick Link Road



Potential route through the site for Bus Services 6 and 747



Potential further enhancements to Grimston Bar Interchange, three lanes on overbridges (subject to cumulative traffic impact assessment being undertaken by CVC)



# **APPENDIX BGH 7**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : M - MIXED PRIVATE/NON-PRIVATE HOUSING  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	2 days
11	SCOTLAND	
	FA FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

## Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings  
 Actual Range: 282 to 500 (units: )  
 Range Selected by User: 250 to 1874 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 11/12/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Village	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	353	0.079	4	353	0.258	4	353	0.337
08:00 - 09:00	4	353	0.113	4	353	0.354	4	353	0.467
09:00 - 10:00	4	353	0.127	4	353	0.157	4	353	0.284
10:00 - 11:00	4	353	0.099	4	353	0.137	4	353	0.236
11:00 - 12:00	4	353	0.115	4	353	0.132	4	353	0.247
12:00 - 13:00	4	353	0.130	4	353	0.122	4	353	0.252
13:00 - 14:00	4	353	0.139	4	353	0.138	4	353	0.277
14:00 - 15:00	4	353	0.144	4	353	0.159	4	353	0.303
15:00 - 16:00	4	353	0.212	4	353	0.146	4	353	0.358
16:00 - 17:00	4	353	0.259	4	353	0.163	4	353	0.422
17:00 - 18:00	4	353	0.317	4	353	0.159	4	353	0.476
18:00 - 19:00	4	353	0.261	4	353	0.149	4	353	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.995			2.074			4.069

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 282 - 500 (units: )  
 Survey date date range: 01/01/05 - 11/12/12  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

# **APPENDIX BGH 8**



### Results

#### Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Car Driver    Combined Modes

Area Description  
Level  
Authority

### Alternative Assumptions Applied

**NTM Traffic Growth Calculations**

← ✕ 🏠 ?

**1: Select NTM Dataset:**

NTM Dataset Description	From	To
▶ NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

**2: Select Areas to make up the geographic region:**

York

**3. Select area type:**

Urban  
 Rural  
 All

**4. Select road type:**

Motorway  
 Trunk  
 Principal  
 Minor  
 All

**5. Select which area it serves:**

Region  
 England

**Calculate the adjusted local growth figure**

**Results**

Level	Area	Local Growth Figure
Authority	York	1.3310

All Purposes	Destination
	1.2172

## Results

### Alternative Assumptions Applied

#### Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Car Driver Combined Modes

Area Description

Level

Authority

All Purposes

Destination

1,2591

#### NTM Traffic Growth Calculations



##### 1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

##### 2: Select Areas to make up the geographic region:

<input checked="" type="checkbox"/> York
--

##### 3. Select area type:

- Urban
- Rural
- All

##### 4. Select road type:

- Motorway
- Trunk
- Principal
- Minor
- All

##### 5. Select which area it serves:

- Region
- England

Calculate the adjusted local growth figure

### Results

Level	Area	Local Growth Figure
Authority	York	1.3334

# **APPENDIX BGH 9**

### User and Project Details

<b>Project:</b>	<b>Land East of Grimston Bar</b>
<b>Title:</b>	<b>Site Access</b>
<b>Location:</b>	York
<b>File name:</b>	New LinSig Model 1.lsg3x
<b>Author:</b>	mc
<b>Company:</b>	Bryan G Hall Ltd
<b>Address:</b>	
<b>Notes:</b>	

### Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	B	4	4
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Traffic		7	7
J	Ind. Arrow	G	4	4

**Phase Intergreens Matrix**

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		7	6	6	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-
	C	7	-		4	-	-	-	-	-	-
	D	6	-	4		-	-	-	-	-	-
	E	-	-	-	-		-	-	-	-	-
	F	-	-	-	-	-		-	6	7	6
	G	-	-	-	-	-	-		6	-	-
	H	-	-	-	-	-	6	8		-	6
	I	-	-	-	-	-	7	-	-		-
	J	-	-	-	-	-	6	-	6	-	

**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

		To Stage		
		1	2	3
From Stage	1		7	7
	2	7		6
	3	8	X	

**Phases in Stage**

Stage No.	Phases in Stage
1	B C E F G
2	B E G I J
3	A H I

**Give-Way Lane Input Data**

**Junction: J1: Unnamed Junction**

There are no Opposed Lanes in this Junction

**Junction: J2: Unnamed Junction**

There are no Opposed Lanes in this Junction

**Junction: J3: Unnamed Junction**

There are no Opposed Lanes in this Junction

**Lane Input Data**

Junction: J1: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Site Access)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:1 Left	15.00
											Arm J2:1 Right	20.00
J1:2/1 (A1079 WB @ Site Access)	U	B	2	3	60.0	Geom	-	4.50	0.00	Y	Arm J2:1 Ahead	Inf
J1:2/2 (A1079 WB @ Site Access)	U	B	2	3	60.0	Geom	-	4.50	0.00	N	Arm J2:1 Ahead	Inf
J1:2/3 (A1079 WB @ Site Access)	U	B D	2	3	5.0	Geom	-	3.25	0.00	N	Arm J1:4 Right	20.00
J1:3/1 (A1079 EB @ Site Access)	U	C	2	3	60.9	Geom	-	4.50	0.00	Y	Arm J1:4 Left	Inf
											Arm J3:1 Ahead	Inf
J1:3/2 (A1079 EB @ Site Access)	U	C	2	3	60.9	Geom	-	4.50	0.00	N	Arm J3:1 Ahead	Inf
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A1079 EB @ P&R)	U	F	2	3	5.0	Geom	-	3.25	0.00	N	Arm J2:5 Left	15.00
J2:1/2 (A1079 EB @ P&R)	U	F	2	3	60.9	Geom	-	4.50	0.00	N	Arm J2:4 Ahead	Inf
J2:1/3 (A1079 EB @ P&R)	U	F	2	3	60.9	Geom	-	4.50	0.00	N	Arm J2:4 Ahead	Inf
J2:2/1 (A1079 EB @ P&R)	U	G	2	3	60.0	Geom	-	4.50	0.00	Y	Arm J1:3 Ahead	Inf
J2:2/2 (A1079 EB @ P&R)	U	G	2	3	60.0	Geom	-	4.50	0.00	N	Arm J1:3 Ahead	Inf
J2:2/3 (A1079 EB @ P&R)	U	G J	2	3	5.0	Geom	-	3.25	0.00	N	Arm J2:5 Right	20.00
J2:3/1 (P&R)	U	I	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	20.00
J2:3/2 (P&R)	U	H	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:3 Right	20.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J3: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A1079 Approach to GB)	U	E	2	3	60.0	Geom	-	4.50	0.00	Y		
J3:1/2 (A1079 Approach to GB)	U	E	2	3	60.0	Geom	-	4.50	0.00	Y		

**Lane Saturation Flows**

**Scenario 1: 'Scenario 1'** (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Site Access)	3.25	0.00	Y	Arm J3:1 Left	15.00	28.0 %	1793	1793
				Arm J2:1 Right	20.00	72.0 %		
J1:2/1 (A1079 WB @ Site Access)	4.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	2065	2065
J1:2/2 (A1079 WB @ Site Access)	4.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2205	2205
J1:2/3 (A1079 WB @ Site Access)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (A1079 EB @ Site Access)	4.50	0.00	Y	Arm J1:4 Left	Inf	4.6 %	2065	2065
				Arm J3:1 Ahead	Inf	95.4 %		
J1:3/2 (A1079 EB @ Site Access)	4.50	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2205	2205
J1:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A1079 EB @ P&R)	3.25	0.00	N	Arm J2:5 Left	15.00	100.0 %	1891	1891
J2:1/2 (A1079 EB @ P&R)	4.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2205	2205
J2:1/3 (A1079 EB @ P&R)	4.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2205	2205
J2:2/1 (A1079 EB @ P&R)	4.50	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	2065	2065
J2:2/2 (A1079 EB @ P&R)	4.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2205	2205
J2:2/3 (A1079 EB @ P&R)	3.25	0.00	N	Arm J2:5 Right	20.00	100.0 %	1935	1935
J2:3/1 (P&R)	3.25	0.00	Y	Arm J2:4 Left	20.00	100.0 %	1805	1805
J2:3/2 (P&R)	3.25	0.00	N	Arm J1:3 Right	20.00	100.0 %	1935	1935
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A1079 Approach to GB)	4.50	0.00	Y				2065	2065
J3:1/2 (A1079 Approach to GB)	4.50	0.00	Y				2065	2065

**Scenario 2: 'Copy of Scenario 1'** (FG2: 'Copy of Flow Group 1', Plan 1: 'Network Control Plan 1')

Junction: J1: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Site Access)	3.25	0.00	Y	Arm J3:1 Left	15.00	61.7 %	1779	1779
				Arm J2:1 Right	20.00	38.3 %		
J1:2/1 (A1079 WB @ Site Access)	4.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	2065	2065
J1:2/2 (A1079 WB @ Site Access)	4.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2205	2205
J1:2/3 (A1079 WB @ Site Access)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (A1079 EB @ Site Access)	4.50	0.00	Y	Arm J1:4 Left	Inf	8.3 %	2065	2065
				Arm J3:1 Ahead	Inf	91.7 %		
J1:3/2 (A1079 EB @ Site Access)	4.50	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2205	2205
J1:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A1079 EB @ P&R)	3.25	0.00	N	Arm J2:5 Left	15.00	100.0 %	1891	1891
J2:1/2 (A1079 EB @ P&R)	4.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2205	2205
J2:1/3 (A1079 EB @ P&R)	4.50	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2205	2205
J2:2/1 (A1079 EB @ P&R)	4.50	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	2065	2065
J2:2/2 (A1079 EB @ P&R)	4.50	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2205	2205
J2:2/3 (A1079 EB @ P&R)	3.25	0.00	N	Arm J2:5 Right	20.00	100.0 %	1935	1935
J2:3/1 (P&R)	3.25	0.00	Y	Arm J2:4 Left	20.00	100.0 %	1805	1805
J2:3/2 (P&R)	3.25	0.00	N	Arm J1:3 Right	20.00	100.0 %	1935	1935
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J3: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A1079 Approach to GB)	4.50	0.00	Y				2065	2065
J3:1/2 (A1079 Approach to GB)	4.50	0.00	Y				2065	2065

### Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Flow Group 1'	08:00	09:00	01:00	
2: 'Copy of Flow Group 1'	17:00	18:00	01:00	

**Traffic Flows, Desired**

**FG1: 'Flow Group 1'**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	44	0	113	157
	B	57	0	200	2439	2696
	C	0	100	0	100	200
	D	22	929	100	0	1051
	Tot.	79	1073	300	2652	4104

**FG2: 'Copy of Flow Group 1'**

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	0	36	94
	B	54	0	100	1141	1295
	C	0	150	0	150	300
	D	87	2017	100	0	2204
	Tot.	141	2225	200	1327	3893

**Stage Timings**

**Scenario 1: 'Scenario 1'** (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	59	3	7
Change Point	0	67	77

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.8%</b>
<b>J1: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>87.6%</b>
1/1	Site Access Left Right	U	N/A	N/A	A		1	8	-	157	1793	179	87.6%
2/1	A1079 WB @ Site Access Ahead	U	N/A	N/A	B		1	70	-	1320	2065	1629	81.0%
2/2+2/3	A1079 WB @ Site Access Right Ahead	U	N/A	N/A	B	D	1	70	0	1376	2205:1935	1743	78.9%
3/1	A1079 EB @ Site Access Left Ahead	U	N/A	N/A	C		1	61	-	476	2065	1423	33.5%
3/2	A1079 EB @ Site Access Ahead	U	N/A	N/A	C		1	61	-	575	2205	1519	37.9%
4/1		U	N/A	N/A	-		-	-	-	79	Inf	Inf	0.0%
<b>J2: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>95.8%</b>
1/2+1/1	A1079 EB @ P&R Ahead Left	U	N/A	N/A	F		1	60	-	1320	2205:1891	1502	87.9%
1/3	A1079 EB @ P&R Ahead	U	N/A	N/A	F		1	60	-	1432	2205	1495	95.8%
2/1	A1079 EB @ P&R Ahead	U	N/A	N/A	G		1	69	-	476	2065	1606	29.6%
2/2+2/3	A1079 EB @ P&R Ahead Right	U	N/A	N/A	G	J	1	69	4	575	2205:1935	1725	33.3%
3/1	P&R Left	U	N/A	N/A	I		1	16	-	100	1805	341	29.3%
3/2	P&R Right	U	N/A	N/A	H		1	7	-	100	1935	172	58.1%
4/1		U	N/A	N/A	-		-	-	-	1220	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	1432	Inf	Inf	0.0%

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5/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
<b>J3: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>33.0%</b>
1/1	A1079 Approach to GB	U	N/A	N/A	E		1	75	-	498	2065	1744	28.6%
1/2	A1079 Approach to GB	U	N/A	N/A	E		1	75	-	575	2065	1744	33.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	0	0	0	15.8	21.5	0.0	37.4	-	-	-	-
<b>J1: Unnamed Junction</b>	-	-	0	0	0	7.0	7.3	0.0	14.4	-	-	-	-
1/1	157	157	-	-	-	1.7	2.8	-	4.6	104.4	3.8	2.8	6.6
2/1	1320	1320	-	-	-	2.0	2.1	-	4.1	11.3	19.1	2.1	21.2
2/2+2/3	1376	1376	-	-	-	2.0	1.9	-	3.8	10.0	18.5	1.9	20.4
3/1	476	476	-	-	-	0.5	0.3	-	0.7	5.7	2.0	0.3	2.3
3/2	575	575	-	-	-	0.8	0.3	-	1.1	6.9	6.8	0.3	7.1
4/1	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Unnamed Junction</b>	-	-	0	0	0	8.8	13.7	0.0	22.5	-	-	-	-
1/2+1/1	1320	1320	-	-	-	1.9	3.5	-	5.4	14.7	24.5	3.5	28.0
1/3	1432	1432	-	-	-	4.1	8.9	-	13.0	32.7	33.2	8.9	42.1
2/1	476	476	-	-	-	0.4	0.2	-	0.6	4.5	3.3	0.2	3.5
2/2+2/3	575	575	-	-	-	0.4	0.2	-	0.7	4.3	3.3	0.2	3.5
3/1	100	100	-	-	-	0.9	0.2	-	1.1	38.8	2.1	0.2	2.3
3/2	100	100	-	-	-	1.1	0.7	-	1.8	64.0	2.4	0.7	3.1
4/1	1220	1220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	1432	1432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Unnamed Junction</b>	-	-	0	0	0	0.0	0.4	0.0	0.5	-	-	-	-
1/1	498	498	-	-	-	0.0	0.2	-	0.2	1.6	0.8	0.2	1.0
1/2	575	575	-	-	-	0.0	0.2	-	0.3	1.6	4.7	0.2	4.9
C1			PRC for Signalled Lanes (%): -6.5		PRC Over All Lanes (%): -6.5		Total Delay for Signalled Lanes (pcuHr): 37.36		Total Delay Over All Lanes(pcuHr): 37.36		Cycle Time (s): 90		



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**Stage Timings**

**Scenario 2: 'Copy of Scenario 1'** (FG2: 'Copy of Flow Group 1', Plan 1: 'Network Control Plan 1')

Stage	1	2	3
Duration	58	3	8
Change Point	0	66	76

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.4%</b>
<b>J1: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>80.4%</b>
1/1	Site Access Left Right	U	N/A	N/A	A		1	9	-	94	1779	198	47.6%
2/1	A1079 WB @ Site Access Ahead	U	N/A	N/A	B		1	69	-	621	2065	1606	38.7%
2/2+2/3	A1079 WB @ Site Access Right Ahead	U	N/A	N/A	B	D	1	69	0	674	2205:1935	1720	39.2%
3/1	A1079 EB @ Site Access Left Ahead	U	N/A	N/A	C		1	60	-	1052	2065	1400	75.2%
3/2	A1079 EB @ Site Access Ahead	U	N/A	N/A	C		1	60	-	1202	2205	1495	80.4%
4/1		U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%
<b>J2: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>77.5%</b>
1/2+1/1	A1079 EB @ P&R Ahead Left	U	N/A	N/A	F		1	59	-	621	2205:1891	1479	42.0%
1/3	A1079 EB @ P&R Ahead	U	N/A	N/A	F		1	59	-	656	2205	1470	44.6%
2/1	A1079 EB @ P&R Ahead	U	N/A	N/A	G		1	68	-	1052	2065	1583	66.4%
2/2+2/3	A1079 EB @ P&R Ahead Right	U	N/A	N/A	G	J	1	68	4	1152	2205:1935	1696	67.9%
3/1	P&R Left	U	N/A	N/A	I		1	17	-	150	1805	361	41.6%
3/2	P&R Right	U	N/A	N/A	H		1	8	-	150	1935	194	77.5%
4/1		U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%

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5/1		U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
<b>J3: Unnamed Junction</b>	-	-	<b>N/A</b>	-	-		-	-	-	-	-	-	<b>69.8%</b>
1/1	A1079 Approach to GB	U	N/A	N/A	E		1	74	-	1023	2065	1721	59.4%
1/2	A1079 Approach to GB	U	N/A	N/A	E		1	74	-	1202	2065	1721	69.8%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	0	0	0	14.1	11.3	0.0	25.3	-	-	-	-
<b>J1: Unnamed Junction</b>	-	-	0	0	0	6.2	4.6	0.0	10.8	-	-	-	-
1/1	94	94	-	-	-	1.0	0.4	-	1.4	54.8	2.2	0.4	2.6
2/1	621	621	-	-	-	0.5	0.3	-	0.9	5.0	4.8	0.3	5.1
2/2+2/3	674	674	-	-	-	0.6	0.3	-	0.9	4.8	4.6	0.3	5.0
3/1	1052	1052	-	-	-	1.3	1.5	-	2.8	9.7	16.7	1.5	18.2
3/2	1202	1202	-	-	-	2.8	2.0	-	4.8	14.3	23.3	2.0	25.4
4/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J2: Unnamed Junction</b>	-	-	0	0	0	7.5	4.8	0.0	12.3	-	-	-	-
1/2+1/1	621	621	-	-	-	0.7	0.4	-	1.1	6.2	2.3	0.4	2.6
1/3	656	656	-	-	-	0.9	0.4	-	1.3	7.0	8.0	0.4	8.4
2/1	1052	1052	-	-	-	1.5	1.0	-	2.4	8.4	12.3	1.0	13.3
2/2+2/3	1152	1152	-	-	-	1.5	1.1	-	2.6	8.1	13.0	1.1	14.0
3/1	150	150	-	-	-	1.3	0.4	-	1.7	39.9	3.3	0.4	3.6
3/2	150	150	-	-	-	1.6	1.6	-	3.3	78.1	3.6	1.6	5.2
4/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<b>J3: Unnamed Junction</b>	-	-	0	0	0	0.3	1.9	0.0	2.2	-	-	-	-
1/1	1023	1023	-	-	-	0.1	0.7	-	0.8	2.8	1.4	0.7	2.1
1/2	1202	1202	-	-	-	0.3	1.2	-	1.4	4.3	22.4	1.2	23.5
C1			PRC for Signalled Lanes (%): 11.9		Total Delay for Signalled Lanes (pcuHr): 25.32		Cycle Time (s): 90						
			PRC Over All Lanes (%): 11.9		Total Delay Over All Lanes(pcuHr): 25.32								







# Land East of Grimston Bar

## Report on Transport Issues

January 2014

LAND EAST OF GRIMSTON BAR

ON BEHALF OF  
GRIMSTON BAR DEVELOPMENT GROUP

**REPORT ON TRANSPORT ISSUES**

Bryan G Hall  
Consulting Civil & Transportation Planning Engineers  
Suite E8, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

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## 1.0 INTRODUCTION AND BACKGROUND INFORMATION

- 1.1 This Report forms part of updated representations by Grimston Bar Development Group that a larger area of the site known as “Land East of Grimston Bar” should be allocated in the emerging York City Local Plan for a mix of residential, light industrial and commercial uses. A smaller area of the site is currently proposed to be allocated (City of York Local Plan Preferred Options Report June 2013) for 154 dwellings which is supported, however, this document has been produced to reinforce earlier submissions that a larger portion of the site is suitable for a mixed use development. A potential layout of the site is illustrated on a broad masterplan which accompanies the representations, and a plan that sets the site in the context of the local transport network is included alongside the site location plan in Appendix BGH 1.
- 1.2 This Report considers relevant policy documents including the National Planning Policy Framework, City of York Local Plan Preferred Options Report June 2013, City of York Local Transport Plan 3 and relevant site specific transport issues. The Report also takes cognisance of the City of York Council Check List for Strategic Transport Assessments.
- 1.3 This Report considers how the site can be accessed and demonstrates that safe and satisfactory access can be provided that can readily accommodate the traffic generated by the proposed development without detriment to road safety or the convenience of other road users.
- 1.4 In particular the Report considers the sustainability of the site and demonstrates that it is well served by public transport, which could be further enhanced as part of the development proposals. The location of the site benefits from existing walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport modes are maximised and as a consequence trip generation reduced. It is also demonstrated that the proposed development will conform to the principles of sustainable development expressed in relevant national and local policies.
- 1.5 This report concludes that a proposed mixed use development allocation of the site would not, subject to a detailed transport assessment, result in severe harm (as specified by Paragraph 32 of the National Planning Policy Framework) to the operation of the transport network. There are therefore no transport reasons why the larger site should not be allocated for mixed use development within the Local Plan.

## 2.0 RELEVANT POLICIES

### National Planning Policy Framework (NPPF)

- 2.1 The NPPF sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which the document indicates should be seen as a 'golden thread' running through the decision making process.
- 2.2 Within the overarching roles that the planning system ought to play the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:
- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focussing significant development in locations which are or can be made sustainable.
  - The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
  - Safe and suitable access to the site can be achieved for all people; and
  - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 2.3 The NPPF indicates that the decision making process should ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 2.4 The NPPF further indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to, inter alia:
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

2.5 NPPF indicates that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

2.6 The proposal for a mixed use development for this site would be in accordance with the policies set out in the NPPF. By providing a development with a mix of both residential and employment land uses and local recreational and retail facilities it will assist in minimising the need to travel by the private car. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport modes are maximised. The site is located with, inter alia, employment, leisure, shopping and educational facilities nearby to again minimise journey lengths.

### Local Plan Preferred Options June 2013

2.7 The Local Plan for York will include a vision for the future development of the city and spatial strategy and covers both strategic policies and allocations, alongside detailed development management policies.

2.8 The Preferred Options Local Plan document draws on background documents prepared during earlier plan preparation exercises.

2.9 The emerging Plan stated that through the development of identified Strategic Sites, the Local Plan will help deliver a fundamental shift in travel patterns by:

- promoting sustainable connectivity through ensuring that new development is located with good access to high quality public transport and to the strategic cycling and walking network;
- reducing the need to travel, through ensuring that new development is located with good access to services; and
- ensuring that sustainable transport provision and planning is a key component of future development and subsequent operation.

It goes on to state:

- The plan will identify viable and deliverable housing sites with good access to services and public transport to meet the housing needs of the current

population and the future population linked to the city's economic growth ambitions.

- 2.10 The proposal for a mixed use development would be in accordance with the requirements set out in the Preferred Options Local Plan document. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport modes are maximised. The site is located with employment, leisure and educational facilities nearby to again minimise journey lengths. Furthermore by providing a development with a mix of both residential and employment land uses it will assist in minimising the need to travel by the private car.

### **Policy T1: Location and Layout of Development**

- 2.11 Transport Policy is defined in the Preferred Options Local Plan document, which suggests that:

*New development will only be permitted where:*

- *It is in a location and has an internal layout that gives priority to the needs of pedestrians, cyclists and users of public transport, or through obligations, conditions and other provision, can give such priority. In particular the development should provide safe, convenient, direct and appropriately signed (and where feasible, overlooked) access to new or existing strategic or local transport services and routes, or local facilities including:
  - a. *high quality and frequent accessible public transport services;*
  - b. *pedestrian routes;*
  - c. *cycle routes, including cycle routes on the local highway network;*
  - d. *the Public Rights of Way (PRoW) network, and*
  - e. *accessible local services and facilities.**
- *It is in a location that is well served by accessible high quality public transport, or through obligations, conditions and other means, can provide accessible high quality public transport.*
- *It is within reasonable distance of an existing or proposed cycle route.*
- *It provides appropriate, well designed, convenient, safe and secure parking for vehicles and cycles. Cycle parking should also be covered or otherwise weather protected and secure.*

- *It is in a location and has an internal layout that gives high quality access for people with mobility impairments enabling a similar or better level of access to travel which existed before the development commenced.*
- *Existing Public Rights of Way (PRoW) are retained (and enhanced where required) in the development, fully integrated within any required landscaping condition, or diverted/extinguished, provided the Council is satisfied that it is necessary to divert/extinguish the PRoW in order to enable development to be carried out. Any retained (and enhanced) or diverted PRoW shall provide at least an equivalent level of convenience, safety and amenity to the existing PRoW. An extinguishment will only be considered where a diversion is deemed not feasible.*
- *It retains (and enhances where required) existing strategic or local cycle and pedestrian links, that are not shown on any of the authority's highway records (List of Streets maintainable at the public expense/Definitive Map and Statement of Public Rights of Way) within the development, and ensure that they are fully integrated within any required landscaping condition, or are otherwise provided to at least an equivalent level of convenience, safety and amenity within the development.*
- *It has direct access to the adopted highway network or, through obligations, conditions and other means, will have such direct access provided.*

*For public transport to be classed as "accessible" it should meet the following criteria:*

*In sub-urban locations and villages:*

- *400m maximum safe walking distance to bus stops on other bus route(s) operating at least every hour.*
- *A railway station within a 15 minute cycle time.*

*These criteria apply to all parts of the development.*

*For public transport to be classed as "high quality" the following criteria shall be met:*

- *vehicles shall, as a minimum, meet Euro IV emission standards*  
*bus stops shall have:*
- *Bus stop pole and flag showing service number(s).*
- *visibility impaired readable timetable, illumined at night time.*
- *shelter (with seating)*
- *proprietary bus-boarding kerbs*
- *passenger transport information screen (real-time display)*

*For the distance to an existing or proposed cycle route to be classed as “reasonable” they should be within or partly within 530m.*

*For local services and facilities to be classified as “accessible” they should be within a 5 minute safe walk time (nominally 400m). This criterion applies to all parts of the development.*

- 2.12 This site conforms to the majority of the requirements as set out in Policy T1. Those issues which the site does not currently conform to (such as some of the criteria to meet the requirements for “high quality” public transport) can be addressed at the design stage of the site, or via Section 106 obligations.

### **City of York Local Transport Plan 2011-2031 (LTP3)**

- 2.13 The City of York Local Transport Plan 2011-2031, sets out the transport policies and measures that will contribute to the City’s economic prosperity over the next 20 years, whilst meeting challenging national and local targets for reducing emissions.

- 2.14 The LTP states the priority:

*“.....is to provide a high quality, well planned, fully integrated and efficiently operated traffic network to reduce the impact of future growth in jobs and housing and to enable the City to continue to function.”*

- 2.15 The LTP3 Vision is:

*“To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:*

- *has people walking, cycling and using public transport more;*
- *makes York easier to get around with reliable and sustainable links within its own area, to adjacent areas and cities and the rest of the UK;*
- *enables people to travel in safety, comfort and security, whatever form of transport they use;*
- *provides equal access to opportunities for employment, education, training, good health and leisure for all; and*
- *addresses the transport related climate change and local air quality issues in York.”*

- 2.16            The proposal for a mixed use development on this site would be in accordance with the requirements set out in the Local Transport Plan. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that sustainable transport modes are maximised. The site is located with employment, leisure, shopping and educational facilities nearby to again minimise journey lengths. Furthermore by providing a development with a mix of both residential and employment land uses it will assist in minimising the need to travel by the private car.

### 3.0 THE SITE AND LOCAL TRANSPORT NETWORK

- 3.1 The site is bounded to the north and north west by Murton Way, to the east by A64 Trunk Road, to the south by A1079 Hull Road and to the south west and west by a National Grid installation and open fields. The site has a combined frontage of some 125.0 metres on to the A1079 Hull Road between Meadowville and Grimston Lodge and opposite Bingley House. A1079 Hull Road is a dual carriageway as it passes the site. A plan showing the site in the context of the surrounding transport network is attached at Appendix BGH2.
- 3.2 In the vicinity of the site A1079 is an all-purpose urban dual carriageway subject to a 40 mph speed limit and is lit. There are bus lay-bys and a shared footway/cycleway route along its length. A traffic survey undertaken on 10th March 2011 shows the A1079 past the site carries some 2798 vehicles during the morning peak hour (8:00am – 9:00am) and some 2490 during the evening peak hour (5:00 pm – 6:00 pm). This section of A1079 has a traffic carrying capacity of some 6000 vehicles per hour and it can therefore be seen that the link itself is currently operating at some 46% of this capacity.
- 3.3 The A1079 to the west of the site is a bus priority zone with bus priority signals at the nearby Grimston Bar Park & Ride / University of York access and the junction with Osbaldwick Link Road. Further bus priority is provided at the Hull Road/Field Lane junction to the west.
- 3.4 The nearby A64/A1079 Interchange is a signalised grade separated junction that provides all moves access to the A64(T). The A64(T) is a high standard, all purpose, dual carriageway that forms the eastern and southern sections of the York Outer Ring Road. The A64(T) provides grade separated junctions with A1079 at Grimston Bar, A19 at Fulford Interchange and Tadcaster Road arterial corridors with York. It also provides a link to the wider Strategic Road Network, primarily the A1(M).
- 3.5 The A1079/A64 Interchange operates under MOVA control. To improve the capacity of the junction, a third lane was recently introduced to the circulatory carriageway on both the east and west sides of the junction and further improvements are currently being undertaken to provide a left slip lane on the northbound off slip from the A64, and to the A1079 exit to provide two full lanes onto Hull Road east of the junction.
- 3.6 A requirement of the planning permission for York University's Heslington East Campus development is a financial contribution towards improvements to this

junction. These works have yet to be implemented; however, they would result in a third lane being introduced to the circulatory carriageway on both north and south overbridges. In effect at this stage the whole of the A1079/A64 Interchange will be three lanes wide, significantly increasing the road carrying capacity at the junction.

- 3.7 A further requirement of the Heslington East Campus is to regularly monitor the traffic generation from the University development. It is noted that the developer's highway consultants, AECOM Transportation, have advised that traffic levels are currently lower than was predicted at the time of the planning application and therefore the further improvements to Grimston Bar Interchange have not yet been programmed.
- 3.8 Murton Way provides vehicular and non-vehicular access to the residential areas of Osbaldwick, Tang Hall and Heworth to the west and Murton Village to the east. It performs the function of a local access road and the site frontage onto Murton Way is some 400.0 metres in length. It is also a designated cycle route within the City of York Council Cycle Network 'The Way of the Roses' and has a footway on the north side.
- 3.9 A1079 Hull Road is a bus route with services 8, 14, 18A, 45, 46, 195, 196, X4, X46 and X47 from the City Centre to destinations including the Heslington East campus, Stamford Bridge, Holme-on-Spalding-Moor, Pocklington, Bridlington, Market Weighton and Hull. There are existing bus lay-bys on A1079 adjacent to the site.
- 3.10 The Grimston Bar Park and Ride site is located to the south of A1079 some 80.0 metres to the south of the southern site boundary. The Park and Ride site provides a 10 minute frequency service that stops at Badger Hill shops and Morrisons and Waitrose supermarkets on the fringe of the city centre, before travelling to the city centre at Piccadilly. As part of the Heslington East Campus development the access into the Park and Ride site from Hull Road was converted to a signalised all movement junction providing signalised pedestrian crossing facilities across the A1079.
- 3.11 There is an off-road cycle track on Hull Road that passes the site and has a link into Grimston Bar Park and Ride facility and the University's Heslington East campus and Sports Village. This is part of an extensive network of both off-road and on-road cycle routes that covers the City Centre of York and the surrounding suburbs.

## 4.0 CONSIDERATION OF SUSTAINABLE DEVELOPMENT POLICIES

4.1 As noted in Section 2.0, the objectives for sustainable transport in the Local Plan Preferred Options June 2013 document are to:

- promote sustainable connectivity through ensuring that new development is located with good access to high quality public transport and to the strategic cycling and walking network;
- reduce the need to travel, through ensuring that new development is located with good access to services; and
- ensure that sustainable transport provision and planning is a key component of future development and subsequent operation.

The LTP3 Vision is:

*“To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:*

- *has people walking, cycling and using public transport more;*
- *makes York easier to get around with reliable and sustainable links within its own area, to adjacent areas and cities and the rest of the UK;*
- *enables people to travel in safety, comfort and security;*
- *provides equal access to opportunities for employment, education, training, good health and leisure for all; and*
- *addresses the transport related climate change and air quality issues.”*

### Walking Accessibility

4.2 The Institution of Highways and Transportation publication [2000] ‘Guidelines for providing for Journeys on Foot’ notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres). The document sets out the suggested acceptable walking distances to and from developments for commuting/school and other journeys.

#### IHT Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

4.3 It is proposed that the development site would have a range of uses including housing, employment and elements of ancillary services such as some local retail and leisure provision. This mix of land uses including ancillary retail and leisure provision will assist in minimising the need to travel by the private car and increase the availability of services for residents of the site.

4.4 Notwithstanding the above, an accessibility audit has been undertaken to define the distances from various points of the site (edge of the site nearest the facility, centre of the site and furthest point within the site) to existing services in the vicinity of the site.

#### Accessibility Audit

Local Facility	Distance from Nearest point within the site (m)	Distance from the Centre of the site (m)	Distance from Furthest point within the site (m)	IHT Guidelines Acceptable (walk) (m)	IHT Guidelines Preferred Maximum (walk) (m)
Nearest Bus Stop (other than on site) – Hull Road	20	350	700	300	400
Park and Ride Bus Stop – Grimston Bar Terminus	150	500	850	-	-
Food Retail (other than on site) - Sainsbury's Local Farndale Avenue	850	1200	1350	800	1200
Primary School - Osbaldwick Primary School	1300	1650	2000	1000	2000
Secondary School - Archbishop Holgate's School	1500	1850	2200	1000	2000
Employment (other than on site) – Outgang Lane Industrial Estate	230	580	930	1000	2000

4.5 The table demonstrates that the majority of the site is with the guideline distances specified for relevant services as set out by the Institution of Highways and Transportation. Clearly providing services on the site itself would further enhance the provision for residents. That together with a mix of residential and

employment opportunities on the site further minimises the need to travel by the private car.

### Cycling Accessibility

- 4.6 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometres. The former PPG13 from March 2001 states that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."
- 4.7 The site has a frontage with Murton Way to the north, which is a designated cycle route with the City of York Cycle Network and is part of the National Cycle Network Route 66 known as The Way of the Roses. The site presents the opportunity to create a dedicated off road facility along the site frontage which could extend through to the junction with Osbaldwick Link Road and would form a significant enhancement to this route. There are also off-road cycle routes on the A1079 Hull Road that passes the site to the south, the site has a link into Grimston Bar Park and Ride facility and the University's Heslington East campus and Sports Village and beyond, and the site access proposals would allow a signalised crossing facility to be provided for the site across the A1079 which mirror the facilities provided at the Grimston Bar Park & Ride access.
- 4.8 The City Centre is accessible via these routes and is within 5 kilometres of the site. In addition York Railway Station is approximately 5 kilometres distant and offers secure, covered cycle storage. The City Centre is clearly within the 15 minute cycle time defined within the Local Plan Preferred Options June 2013 document for the site to be classed as accessible. The Way of the Roses Cycle Route on Murton Way provides a virtually traffic free route from the site all the way to the James Street Relief Road on the edge of York City Centre, from where access can be gained to the City Centre via relatively quiet on road routes.
- 4.9 The eastern half of the York urban area is within 5 kilometres of the site, as are the settlements of Murton and Dunnington and the Dunnington Industrial Estate and the Elvington Airfield Industrial Estates. There is therefore the opportunity for the employment provision to attract trips by cycle, for residents wishing to access the City Centre and the Railway Station and for links to be provided with established industrial areas in close proximity and also the University of York's two campuses together with York Science Park.

## Public Transport

4.10 The Institution of Highways and Transportation publication ‘Planning for Public Transport in Development’ states:

*“The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes”*

4.11 The nearest bus stops to the site are situated on Hull Road and are within 400 metres from the centre of the development and therefore accord with the requirements. The Park and Ride facility at Grimston Bar is located just outside of the 400 metre walking distance, at 500 metres, however it is unlikely that this distance will form a barrier to those residents wishing to utilise the bus services available from the Park and Ride site given the frequency of service provided. The Park and Ride service will also be an attractive option for employees of the site to “back load” the service by using the service to travel to the site in the morning peak from the City Centre and then depart from the site in the evening peak toward the City Centre.

4.12 Set out in the table below is a summary of the existing bus services in the vicinity of the site.

Summary of Existing Bus Services

Service	Route	Frequency	
		Monday – Saturday	Evenings & Sundays
6	Osbalwick – Tang Hall – City Centre – Hospital – Clifton Moor	10-15 minutes	30-60 minutes
8	Grimston Bar – City Centre (Park and Ride)	10-15 minutes	10-15 minutes
10	Stamford Bridge – Dunnington – City Centre – Poppleton	30 minutes	60 minutes
14	York Sport Village – City Centre	30 minutes	No service
18A	York – Wheldrake – Holme-on-Spalding-Moor	No service	120 minutes (Sunday)
45/46	York – Pocklington – Bridlington	Infrequent service	Infrequent service
195	York – Elvington – Melbourne – Pocklington	Infrequent service	No service

196	York – Elvington – Aughton	Infrequent service	No service
747	York - Murton - Pocklington	Infrequent service	No service
X4	York – Market Weighton	120 minutes	No service
X46/X47	York – Pocklington – Beverley – Hull	60 minutes	60-120 minutes (Sunday)

4.13 As part of the development there will be opportunities to either extend or divert bus services into/through the site to further enhance the public transport provision for residents and employees. An example of this is bus service number 6, which currently travels along Osbaldwick Link Road. It would be possible to divert this service through the site, with a bus gate being provided onto Murton Way, providing a 10-15 minute service for residents and employees. To ensure that existing residents along Osbaldwick Link Road do not lose the service it may be possible to divert alternate services so every other service travels along Osbaldwick Link Road with the next travelling through the site providing a 20-30 minute service. The less frequent 747 service could also be diverted through the site from Osbaldwick Link Road.

### Travel Planning

4.14 As part of the mixed-use development proposals for the site, a site-wide Travel Plan will be implemented, maintained and monitored in accordance with best practice and national Policy. The Travel Plan will be funded by the Developer and will contain a series of complementary measures to encourage a modal shift from the private car to public transport, walking and cycling when compared with the typical modal split for similar existing developments in the York area, and thus ensure lower trip rates than might otherwise be anticipated from residential development. The measures could include inter alia:

- Infrastructure enhancements to bus stops in the vicinity of the site;
- Provision of taster monthly bus passes to residents and employees;
- Consideration of diverting/extending bus services into and potentially through the site (Service Numbers 6 and 747);
- Public transport/cycling/walking marketing schemes to promote the benefits;
- Enhancements to offsite pedestrian and cycle infrastructure, such as the provision of a dedicated pedestrian/cycle route along Murton Way east of the Osbaldwick Link Road;
- Funding interest free cycle loans to targeted residents;

- Offer Personal Travel Planning to all households;
- Set up a car sharing database and pump priming a City Car club vehicle on the site; and
- Funding a full time Travel Plan Co-ordinator to implement the Travel Plan.

The larger site now promoted by the landowners and developers will facilitate the delivery of a wider range of Travel Plan initiatives than could be provided economically under the Council's current proposed allocation.

4.15 The mixed use nature of the site will itself help to minimise movements by the private car by providing opportunities for residents to live and work in close proximity. The developer will be committed to working closely with key stakeholders to ensure that effective travel planning on the site contributes to keeping any traffic impact on both the local and strategic highway network to an absolute minimum, and would require any subsequent developer of the site to continue the same approach.

4.16 In summary, the site is very well served by existing public transport and is accessible both on foot and by cycle to the range of facilities in the York area. The mixed uses proposed for the site will encourage sustainable transport initiatives which will be further enhanced with the implementation of a site-wide Travel Plan.

## 5.0 ACCESS CONSIDERATIONS

- 5.1 The site has a combined site frontage of some 125 metres in length on to A1079, Hull Road, between Meadowville and Grimston Lodge opposite Bingley House. To the west of Springfield Cottages there is a site frontage some 45 metres in length. To the east between Springfield Cottages and Grimston Lodge the site frontage is some 80 metres long. These two areas of site frontage provide the opportunity for various access options onto A1079, Hull Road.
- 5.2 Given the proximity of signalised junctions at the A1079/A64 interchange and the Grimston Bar Park and Ride/University of York access onto the A1079, the most appropriate form of access arrangement for the site will be a traffic signal junction. This will provide a consistent junction arrangement for drivers on this section of A1079 and will also allow any proposed site access arrangement to be linked into the existing traffic signal junctions through an Urban Traffic Control (UTC) system. The linking of any proposed site access junction onto A1079 will provide an efficient and safe form of junction control.
- 5.3 Two preliminary A1079 access options have been prepared to demonstrate that access issues are not a constraint on development for either the proposed allocation of circa 155 houses or the wider development of the site. Option A at Appendix BGH3 provides a signalised left in/left out junction on A1079 between Springfield Cottages and Grimston Lodge. As part of the scheme, the existing U-turn give-way movement to the west of Bingley House would be signalised. In conjunction with the existing U-turning facilities adjacent to Bingley House and the A1079/A64 interchange, the left in/left out signalised junction arrangement will provide all moves vehicular access onto A1079.
- 5.4 In addition to the A1079 left in/left out vehicular access, Option A would also include a second pedestrian/cyclist access to the west of Springfield Cottages. This second pedestrian/cyclist only link would provide the opportunity to create good pedestrian and cyclist linkages via a signalised crossing point leading to the Grimston Bar Park and Ride site.
- 5.5 As an alternative to Option A, Option B attached at Appendix BGH4 would provide an all moves signalised access onto A1079 with the site frontage to the west of Springfield Cottages. This type of junction arrangement would remove the need for development generated U-turn manoeuvres at the A1079/A64 interchange and adjacent to Bingley House. An all moves junction arrangement would also provide integrated signalised crossing facilities for pedestrians/cyclists across

A1079 to the Park and Ride site. The all moves junction could also be provided in conjunction with the Option A access arrangement.

- 5.6 On site observations suggest that in the PM peak queuing occurs on the A1079 Hull Road back from the A64(T) junction towards York. The queue lengths often reach a point in the vicinity of the Park and Ride/University of York/A1079 junction. However, providing a traffic signal controlled junction for the proposed site would not impact on the outbound queue in the evening peak as any site related traffic would queue within the site. In addition, providing signals at the site access would provide the opportunity to create gaps to allow residents to turn into the site. The enhancements currently being implemented at the Grimston Bar Interchange will further improve the operation of the junction and provide benefits by reducing queuing on the A1079 approach, and the three lane overbridges will further improve the capacity at this interchange.
- 5.7 Murton Way on the northern boundary of the site provides the opportunity for convenient pedestrian/cyclist linkages to the surrounding areas of Osbaldwick, Derwenthorpe, Tang Hall, Heworth to the west via The Way of the Roses cycle route, with Murton Village accessed to the east. It is also suitable for vehicular access to the Light Industrial Development by way of simple priority junction.
- 5.8 The location of the site close to the nearby Grimston Bar Park and Ride facility situated on the south side of Hull Road will provide a very attractive alternative to the private car for trips to the City Centre. A pedestrian/cycle link between the site and the Park and Ride facility will be provided as part of any development proposals and cycle parking is provided at the Park and Ride facility.
- 5.9 For the purposes of assessing the likely traffic impact of the mixed use development of the site, it is considered that the site can accommodate upto some 450 dwellings (154 dwellings in the original allocation and 296 dwellings on the remainder of the site), in the order of 10,000 sqm of B1 Light Industrial Park and in the order of 15,000 sqm hotel/leisure/retail/ uses. This level of development is likely to generate in the order of 425 vehicle movements during the morning and 525 vehicle movements during evening peak hours. These movements will assign onto A1079 with the majority having origins/destinations which would require journeys through the Grimston Bar Interchange. Given the location of the site the majority of trips with destinations towards the City Centre are likely to use sustainable modes such as bus or cycle. As noted earlier in paragraph 3.2 the A1079 currently operates well below its link capacity. It can clearly be seen that even allowing for future traffic growth and committed developments the A1079 has ample spare link capacity to accommodate development from the Grimston Bar site.

- 5.10 In urban areas the key network constraints are often junction rather than link capacities, and a mixed use development allocation on land at Grimston Bar would allow the Development Group to contribute to the further improvement scheme at the A1079/A64 to assist in mitigating the cumulative impact of development traffic associated with City of York Council's Development proposals across the network.
- 5.11 In terms of providing access, therefore, it can be concluded that the site could be brought forward with a high degree of certainty.

## 6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Report forms part of updated representations by Grimston Bar Development Group that a larger portion of the site known as “Land East of Grimston Bar” should be included as an allocation in the Local Plan for a range of uses including housing, employment and ancillary services such as retail and leisure provision. Previously, a smaller area of the site has been proposed to be allocated for 154 dwellings and this is fully supported; however, this document has been produced to support the promotion of a larger portion of the site for a mixed use development. A potential layout of the site is illustrated on a broad masterplan which accompanies the representations, whilst a plan that sets the site in the context of the local transport network is included alongside the site location plan in this report.
- 6.2 This Report has considered relevant policy documents including the National Planning Policy Framework, City of York Local Plan Preferred Options Report June 2013, City of York Local Transport Plan 3 and relevant site specific transport issues. It also takes cognisance of the recently produced City of York Council Check List for Strategic Transport Assessments.
- 6.3 The proposal for a mixed use development would be in accordance with the requirements set out in the relevant policy documents. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by employees and residents of the development to ensure that the use of sustainable transport modes is maximised and the overall traffic generation of the site minimised. The site is with the guideline distances specified to most relevant services as set out by the Institution of Highways and Transportation. Clearly providing ancillary retail and leisure services on the site would further enhance the provision for residents. That together with a mix of residential and employment opportunities on the site further minimises the need to travel by the private car.
- 6.4 As part of the development there would be opportunities to either extend or divert bus services into/through the site to further enhance the public transport provision for residents and employees, such as bus service numbers 6 and 747, which currently runs along Osbaldwick Link Road. A bus gate would be provided within the site between the residential and light industrial elements to ensure general traffic does not utilise the site as a through route.

- 6.5 Two preliminary A1079 access options have been prepared to demonstrate that access is not a constraint on development. Option A provides a signalised left in/left out junction on A1079 between Springfield Cottages and Grimston Lodge. As part of the scheme, the existing U-turn give-way movement to the west of Bingley House would be signalised. In conjunction with the existing U-turning facilities adjacent to Bingley House and the A1079/A64 interchange, the left in/left out signalised junction arrangement will provide all moves vehicular access onto A1079.
- 6.6 In addition to the A1079 left in/left out vehicular access, Option A would also include a second pedestrian/cyclist access to the west of Springfield Cottages. This second pedestrian/cyclist only link would provide the opportunity to create a safe signalised pedestrian and cyclist linkage with the Grimston Bar Park and Ride site.
- 6.7 As an alternative to Option A, Option B would provide an all moves signalised access onto A1079 with the site frontage to the west of Springfield Cottages. This type of junction arrangement would remove the need for development generated U-turn manoeuvres at the A1079/A64 interchange and adjacent to Bingley House. An all moves junction arrangement would also provide integrated signalised crossing facilities for pedestrians/cyclists across A1079 to the Park and Ride site. The all moves junction could also be provided in conjunction with the Option A access arrangement.
- 6.8 Murton Way on the northern boundary of the site provides the opportunity for convenient pedestrian/cyclist linkages to the surrounding areas of Osbaldwick, Derwenthorpe, Tang Hall, Heworth via The Way of the Roses Cycle Route and Murton Village, and the opportunity would be taken as part of the development to provide a dedicated off road cycle facility between Osbaldwick Link Road and the site to further enhance this route. Murton Way also provides an additional access point to the Light Industrial part of the site and also a bus and alternative emergency vehicle access through to the A1079 Hull Road.
- 6.9 A mixed use development allocation on land at Grimston Bar would allow the Development Group to contribute to the further improvement of the Grimston bar Interchange at the A1079/A64 (T) to assist in mitigating the cumulative impact of development traffic associated with City of York Council's Development proposals across the network.
- 6.10 It has been demonstrated that the Grimston Bar site does not have access constraints that would present a risk for the deliverability of the site.

- 6.11 In summary this report has clearly demonstrated the Grimston Bar site is in a sustainable location that is well served by existing high quality and high capacity infrastructure. It is concluded therefore that a proposed mixed use development allocation of the site would not result in demonstrable harm to the operation of the transport network. There are therefore no transport reasons why the larger site should not be allocated for mixed use development within the Local Plan.

# **APPENDIX BGH 1**

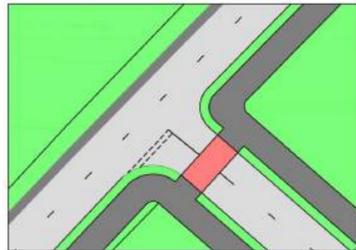
# LAND EAST OF GRIMSTON BAR SUSTAINABILITY AND ACCESSIBILITY

Cycle route from site into York City Centre and beyond via The Way of the Roses



(segregated route near Derwenthorpe)

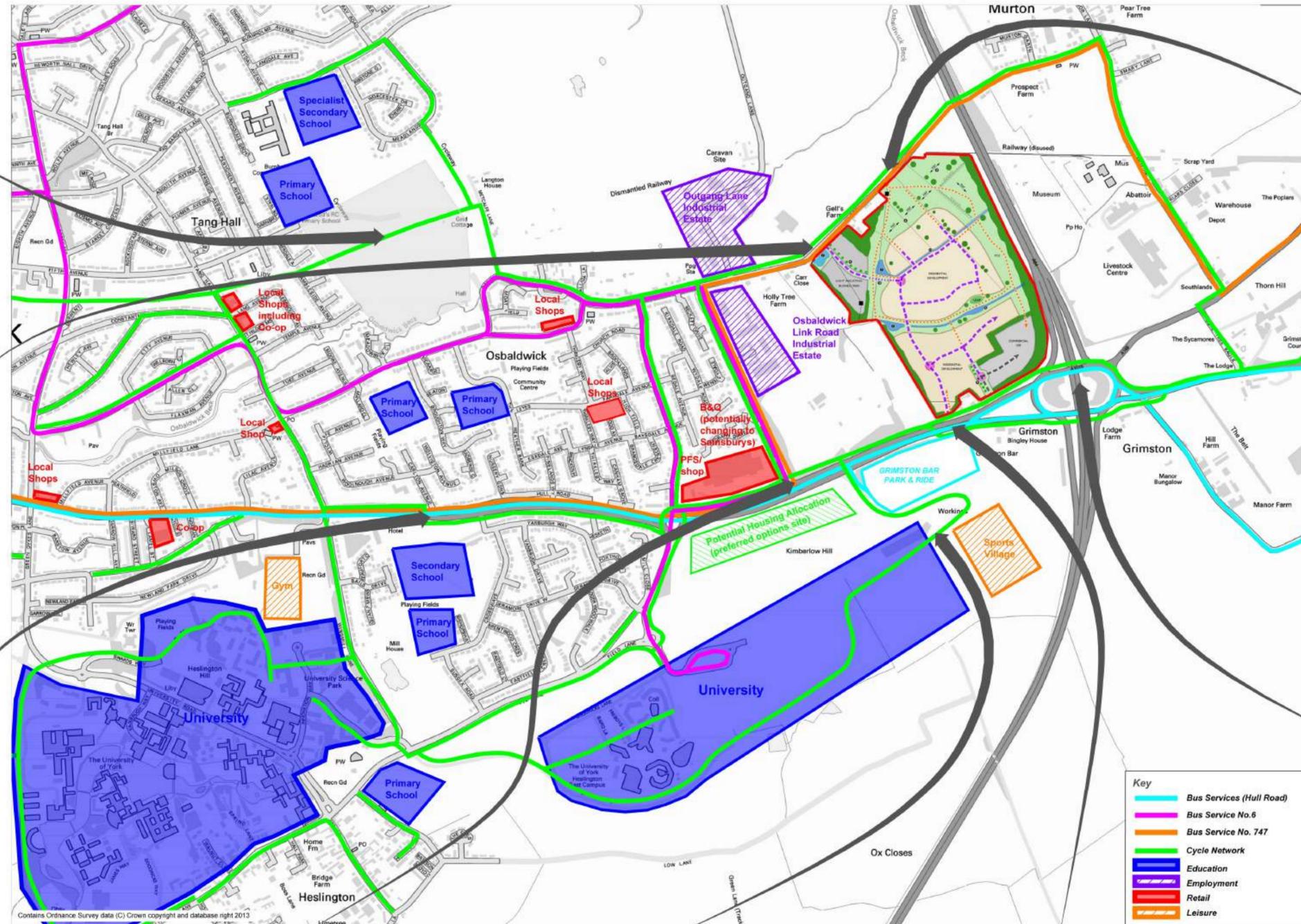
Access to the site from Murton Way with off carriageway pedestrian and cycle provision



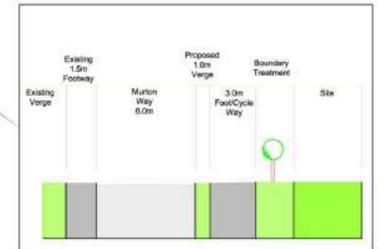
Existing Bus Priority Measures along the Hull Road corridor



(Bus Lane and Gate on Hull Road)



Enhancements to National Cycle Network Route 66 The Way of the Roses from the site to Osbalwick Link Road



Potential route through the site for Bus Services 6 and 747



Potential further enhancements to Grimston Bar Interchange, three lanes on overbridges (subject to cumulative traffic impact assessment being undertaken by CYC)



Pedestrian and cycle facilities at Osbalwick Link Road junction

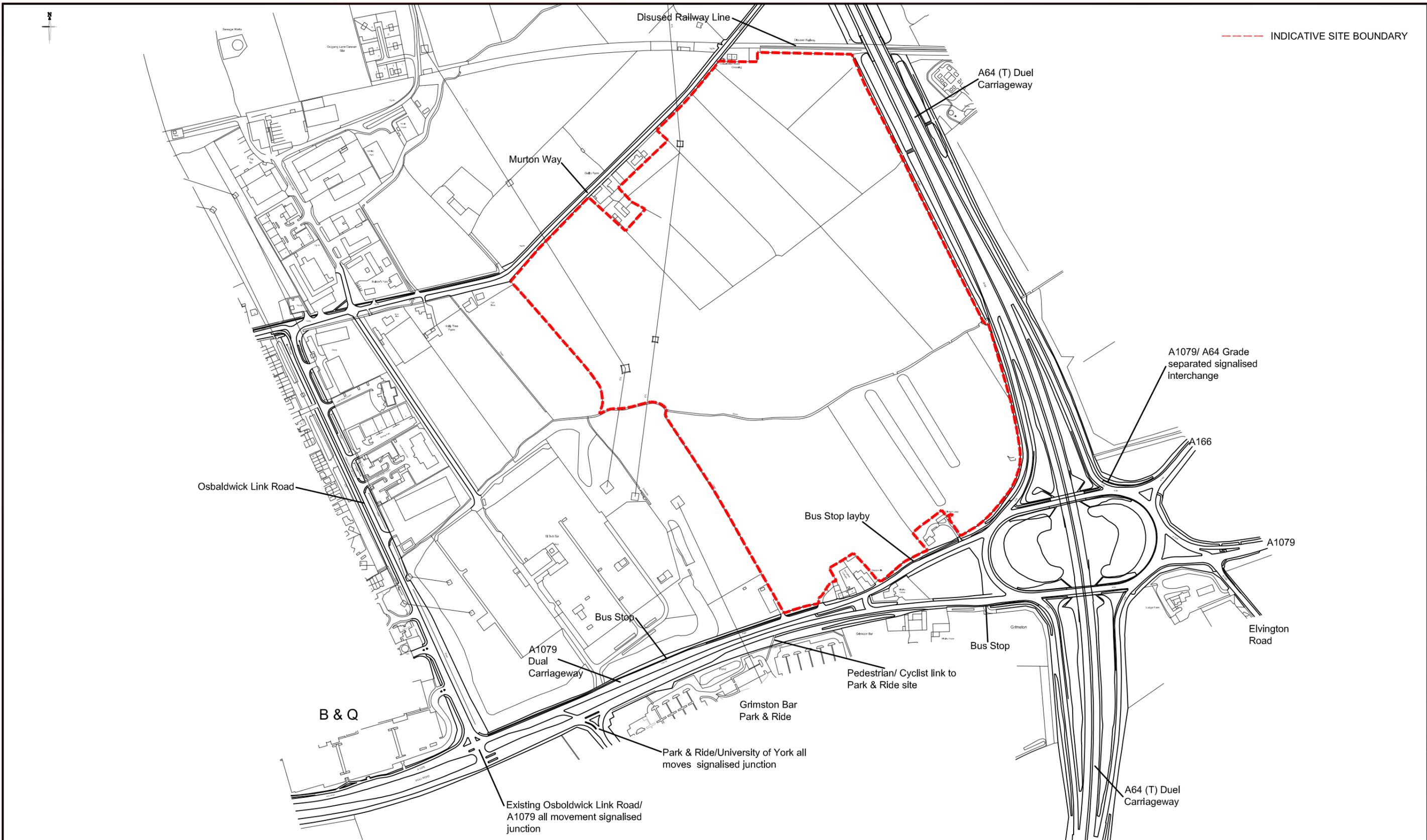


Pedestrian and Cycle link to University of York and associated facilities



Proposed signalled site access enhancing pedestrians links to Park and Ride

# **APPENDIX BGH 2**



Client GRIMSTON BAR DEVELOPMENT GROUP

**BRYAN · G · HALL**  
 consulting civil & transportation planning engineers

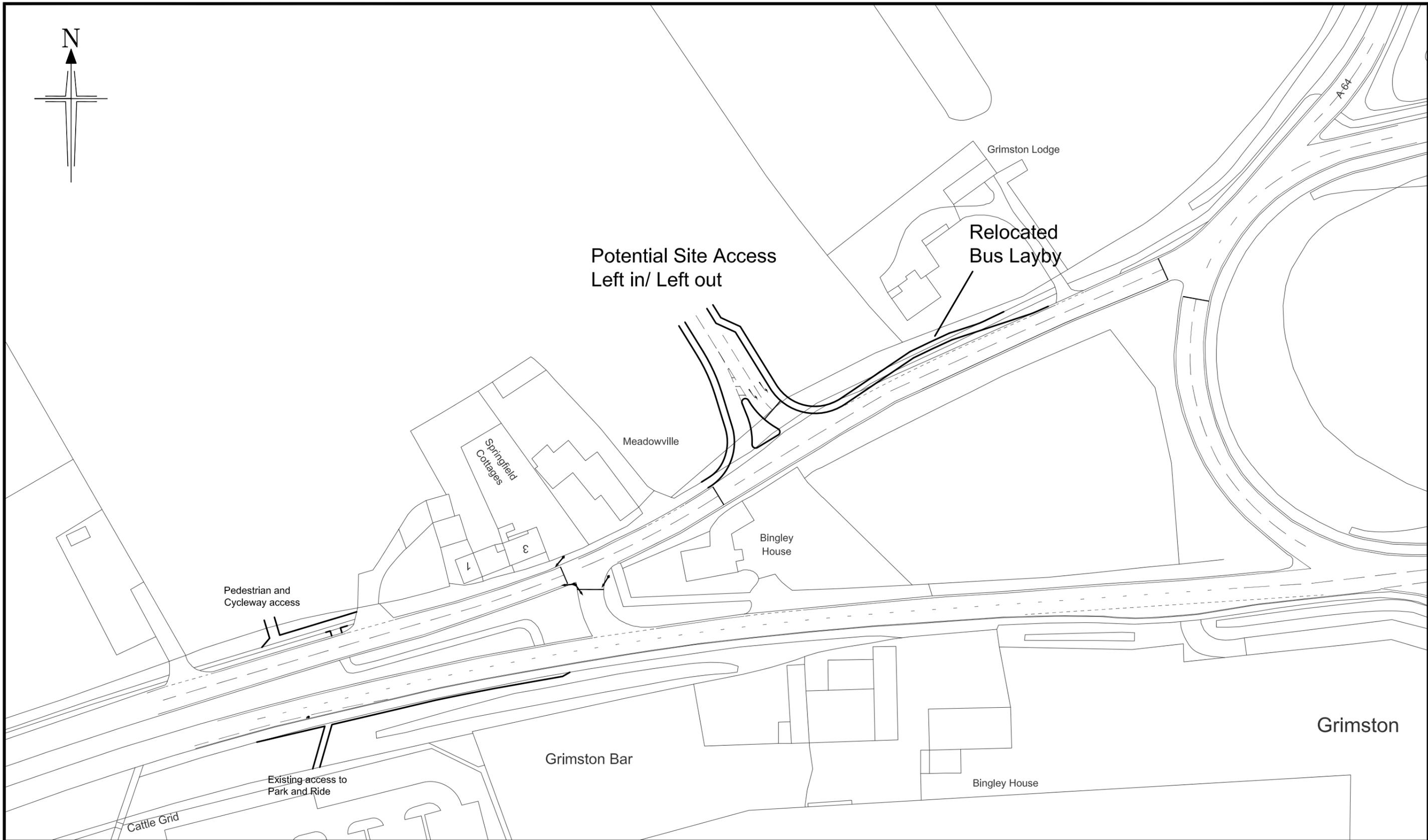
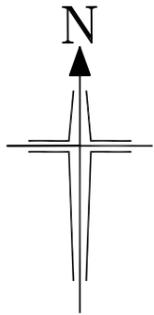
Bryan G Hall Ltd.  
 Suite E8 Joseph's Well  
 Hanover Walk  
 Leeds,  
 LS3 1AB  
 Tel: +44(0)113 246 1555  
 Fax: +44(0)113 234 2201

Project LAND EAST OF GRIMSTON BAR, YORK

Title EXISTING TRANSPORT NETWORK

B	SITE BOUNDARY AMENDED		CT	DB	14/08/13
Rev	Amendments		Drawn	Chkd	Appr
Scale	1:5000	Date	July 2013		Doc Sheet No
Drawn	AM	Checked	DB		Approved
Job No	13-315	Drawing No	11/304/TR/003		Rev B

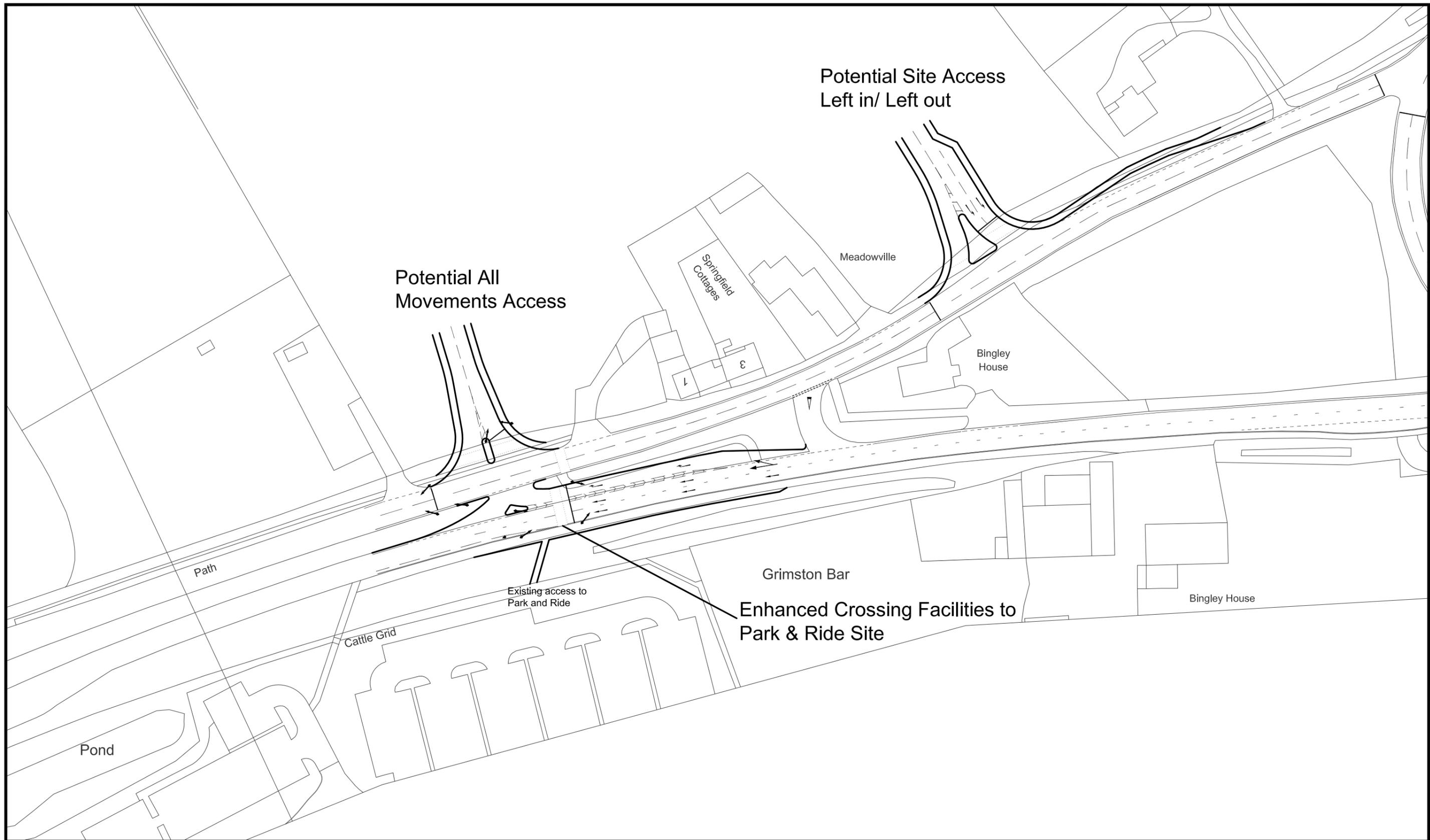
# **APPENDIX BGH 3**



Client GRIMSTON BAR DEVELOPMENT GROUP		Project GRIMSTON PARK, YORK		Rev	Amendments	Drawn	Chkd	Appr	Date
<b>BRYAN · G · HALL</b> consulting civil & transportation planning engineers Bryan G Hall Ltd, Suite E8 Joseph's Well Hanover Walk Leeds, LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201		Title PROPOSED SIGNAL JUNCTION A1079, HULL ROAD, YORK OPTION A		Scale	1:10000	Date	July 2013		Doc Sheet No
				Drawn	AM	Checked	DB	Approved	
				Job No	13-315	Drawing No	11/304/TR/001		Rev

FILENAME

# **APPENDIX BGH 4**



Client GRIMSTON BAR DEVELOPMENT GROUP		Project GRIMSTON PARK, YORK		Rev	Amendments	Drawn	Chkd	Appr	Date
<b>BRYAN · G · HALL</b> consulting civil & transportation planning engineers Bryan G Hall Ltd, Suite E8 Joseph's Well Hanover Walk Leeds, LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201		Title PROPOSED SIGNAL JUNCTION A1079, HULL ROAD, YORK OPTION B		Scale	1:10000	Date	03.11.11		
				Drawn	AM	Checked	DB		Approved
				Job No	July 2013		Drawing No	11/304/TR/002	
							Rev	-	

FILENAME



Registered in England & Wales  
Co No: 4104802

VAT No: 399 4601 07

#### Registered Office

Suite E8 Joseph's Well  
Hanover Walk  
Leeds LS3 1AB

Telephone: 0113 246 1555

Email: [highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

#### London Office

Suites 17 & 18 Lighterman House  
26-36 Wharfdale Road  
London N1 9RY

Telephone: 0203 077 2162

Website: [www.bryanghall.co.uk](http://www.bryanghall.co.uk)

**LAND AT GRIMSTON BAR, YORK**

**LANDSCAPE APPRAISAL**

**Commissioned by Taylor Wimpey**

**v11 July 2014**



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  - 6 The proposed site: Landscape and Visual receptors and site characteristics
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## 1.0 INTRODUCTION

1.1 This report is an update to the Grimston Bar Landscape Appraisal which was submitted to York City Council January 2014. The report has been updated following a 'workshop' with York City Council Officers with regard to assessing potential development sites for allocation within the emerging Local Plan.

1.2 The proposed development masterplan (Jan 2014) was discussed at the meeting, and with regard to landscape issues, YCC considered that development in the form proposed would:

- impact adversely on the historic setting of York.
- be perceived to coalesce the settlements of Osbaldwick and Murton
- remove historically valuable ridge and furrow farmland, and important field patterns and hedgerows.

Other issues were discussed and the following issues were agreed:

- There are no views of York Minster from the site
- The pylons are a detractor to the landscape (although the extent to which they detract was not agreed).

1.3 Whilst not necessarily agreeing with the comments of York City Council, the development proposals have been refined in consideration of the above issues, and a new masterplan is proposed (Appendix 1). This new masterplan proposes a significant reduction in the quantum of development and is set back much further from Murton Way. This assessment concludes that the illustrative proposals will:

- 1 Have no adverse impacts on the historic setting of York
- 2 Not contribute to the perceived coalescence of settlements
- 3 Will exclude all the important Ridge and Furrow agricultural land, and the majority of trees and hedgerows

## **2 Masterplan Development**

- 2.1 The proposed development masterplan has been refined following the comments of York CC officers at the design workshops.
- 2.2 The design proposals include considerably less quantum of development from the previous masterplan, with development located behind existing field boundary hedgerows further away from the A64 ring road and Murton Way, which means that the rural character will be maintained for the majority of potential views from the A64 and Murton Way.
- 2.3 The commercial part of the development has been confined to the western boundary to allow a landscape corridor to permeate the site, and to retain a rural character for the full length of Murton Way between Murton and Osbaldwick.
- 2.4 The development proposals exclude all the Ridge and Furrow field, and also exclude additional agricultural fields south of Gell's Farm, which were previously indicated for development.
- 2.5 The proposals retain the majority of trees and hedgerows across the site and have the opportunity to enhance them where they are not currently well maintained.
- 2.6 The proposals locate a POS network to the northern edge of the development which will allow new trees and hedgerows to reduce potential views of the development from Murton Way.

### 3.0 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

#### 3.1 The Framework states that:

*The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. (para 79)*

*Green Belt serves five purposes:*

- 1 to check the unrestricted sprawl of large built-up areas;*
- 2 to prevent neighbouring towns merging into one another;*
- 3 to assist in safeguarding the countryside from encroachment;*
- 4 to preserve the setting and special character of historic towns; and*
- 5 to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.(para 80)*

#### 3.3 Further guidance is offered with regard to defining of boundaries where the framework states that:

*When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. (para 84)*

#### 3.4 When defining boundaries, local planning authorities are required to:

- *ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;*
- *not include land which it is unnecessary to keep permanently open;*
- *where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;*
- *make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;*
- *satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and*
  - *define boundaries clearly, using physical features(Para 85)*

#### 3.5 Unrelated to green belt policy, the NPPF requires local authorities to identify and protect valued landscapes (paras 109 and 113), and that the value should be considered at a local, regional and national level.

#### 4.0 **ASSESSMENT OF THE 5 PURPOSES OF GREEN BELT WITH REGARD TO THE SITE**

4.1 The site has been assessed as to the contribution it might make to upholding the 5 purposes of Green Belt if it were to be included within the future Green Belt as follows:

*1 to check the unrestricted sprawl of large built-up areas*

The NPPF states that physical features should be used to define Green Belt boundaries. The A64 Ring Road would be the most robust boundary in this location, and the current boundary framed by the substation, business park and pylon network is not considered to create a strong boundary. Field boundaries and hedgerows within the site would also be physical features which could meet this objective.

*2 to prevent neighbouring towns merging into one another*

It should be noted that this term is specific to merging towns. It should not be considered that preventing the coalescence of smaller settlements within the context of a single town is one of the purposes of Green Belt. Preventing coalescence of smaller settlements within the context of a single town is usually done by creating Green corridors or wedges.

There are no neighbouring towns in the vicinity of the site. The potential impact on the journey experienced between Osbaldwick and Murton is described in detail in Section 9 and illustrated in photographs in Appendix 2. The proposed masterplan will have very effect on the visual experience between Osbaldwick and Murton, and it is therefore not considered that removal of the site from the Green Belt will have any impact on this purpose.

*3 to assist in safeguarding the countryside from encroachment*

This is a more generic purpose which can be applied to almost all 'green' sites surrounding York, and each site must be judged on its merits. The site has many detracting elements which reduce its landscape quality and no public access or use, which reduces its value. It has a limited number of visual receptors and is well contained visually from the surrounding landscape. It is therefore not considered that this site is of particular importance within the context of the countryside which surrounds York and the roads which contain the outer boundaries of the site are themselves features which will limit encroachment on the countryside.

*4 to preserve the setting and special character of historic towns*

The site does not form a ready part of important views towards York Minster or the historic core. Limited views are fleetingly available from road locations, but not where the York City skyline is a prominent feature of the skyline, which is fragmented in this location by the substantial presence of the Pylons and electricity substation infrastructure. It is therefore not considered that the site in any way contributes to the setting and special character of York, rather that it is currently a detracting element of the York skyline.

5 *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

This purpose is not applicable in the context of this appraisal.

## 5.0 ASSESSMENT OF THE YORK GREEN BELT CRITERIA WITH REGARD TO THE SITE

### 5.1 YORK CITY COUNCIL GREEN BELT CRITERIA

Whilst not necessarily accepting York City Council's approach to defining Green Belt, this appraisal has nevertheless assessed how the site is placed in terms of meeting the criteria deemed important by York City Council in the Approach to the Green Belt Appraisal 2003.

The York Green Belt Assessment sought to identify elements making a positive contribution to the Green Belt. These were considered under the following categories:

#### i) Open Approaches to the City

The setting of York is described as being characterised by open approaches with long views across relatively flat landscape which enables the city to be experienced within its wider setting. This definition of land appears very broad in its definition and the *long vistas towards city landmarks* are neither identified in terms of location or with regard to what city landmarks are visible.

The site is located north of a tree-lined corridor along the A1079 Hull Road, and it is not considered that it forms part of long vistas towards city landmarks or forms part of views of the historic city core set in open countryside. From this distance and location, any occasional partial glimpsed views toward the city skyline would be dwarfed by the substantial electricity pylons which cross the site and the substation infrastructure.

#### ii) Green Wedges

These are described as a characteristic feature of York which form tracts of undeveloped land extending from the countryside into the city. These Green Wedges incorporate the historic strays and Ouse lngs and contribute to preventing the lateral coalescence of different parts of the urban area and help retain the distinctive characteristics of earlier periods of individual settlements.

The site is not located within a Green Wedge.

#### iii) Views of the Minster

It is accepted that views of the Minster from the surrounding countryside form an important association between the historic city and the surrounding landscape.

There are no readily identifiable views of the Minster from public areas within or adjacent to the site.

#### iv) Character of the Landscape

The character of the landscape is broadly categorised as relatively flat and low lying agricultural land. It is stated that this contributes to the overall setting of the city in its own right. This section of the report generally references the landscape character classifications found in Natural England's national character classification under NCA28 and also the more

detailed landscape character study undertaken in 1996 by ECUS. The report is broad in nature, and does not assign relative importance values to the differing landscapes surrounding York. In order to determine whether a particular site has value or characteristics which require protection, a site by site assessment is required.

A 'high level' assessment has been carried out as part of this report (Section 7) which considers that the site is ordinary in nature with major detracting elements which are substantial and would prevent the site being considered as a valued landscape. There are no landscape designations for the site at a national, regional or local level.

v) Urban Form

The urban area of York comprises a historic core surrounded by an amalgamation of formerly separate villages. This describes how historic villages have been incorporated within the overall settlement of the urban area of the city with the *strays* and *ings* helping to maintain their physical separateness and identities.

It is considered that the site is not located in an area of particular importance to protect in the context of the wider historic settlement pattern.

vi) Relationship between the urban edge and countryside

The urban fringe is defined as the broad area of land situated at the interface between the edge of the urban area and the countryside. This broad definition does not include any analysis of what might constitute a strong or harmonious urban edge and, in the context of Green Belt, where a strong boundary might exist or be formed by such an edge. Therefore each site must be assessed on its own merits.

The application site lies between a commercial/ employment area and the A64 York ring road, and is bounded to the south by a main arterial road, the A1079. The site is crossed by many electricity pylons, and the electricity substation and infrastructure is a feature of much of the landscape in this area. This assessment considers that the site does not currently make a positive contribution to the interface between the urban edge and countryside but that on-site and neighbouring uses contribute – and will continue to contribute, long term – to its very limited landscape value.

vii) The relationship with surrounding villages

The villages surrounding York are noted as contributing to the setting and special character of the city. Although now in various different states of development and historic legibility, these villages hold a separate sense of community distinct from the urban areas of York. The York Green Belt Assessment relates to harmonious relationships and positive contributions to the setting of York without identifying which of the many outlying villages surrounding York this refers to.

This assessment considers that the application site does not form land which makes a positive contribution to any particular village setting.

## 5.2 HISTORIC CHARACTER AND SETTING

The purpose of this document includes being an update to the York Green Belt Appraisal and as an evidence base for the Local Plan. The document provides some further detail as to the exact boundary definitions and reasoning behind the inclusion of land within the defined categories and how these have been determined.

This appraisal considers that with regard to the site, its inclusion within the Green Belt and allocation for residential and commercial development would have no impact on the historical character and setting of York. The lack of visibility of the city centre or Minster from the site has been described in section 7.1 and the landscape setting is considered further in the site assessment in Section 9.

## 5.3 GREEN CORRIDORS

This document aims to develop green corridor mapping as a way of introducing Green Infrastructure to the process of Policy development and management within York. It re-states the central tenet of York City Council's approach to the Green Belt and landscape surrounding the city which is based solidly around the retention of the *Ings* and *Strays* and other areas of landscape deemed significant in terms of their contribution to the historic setting of York.

A hierarchy of Green Corridors is identified and mapped through this process with the aim that these become embedded within the Local Plan planning process. Three categories of Green Corridor are identified and mapped onto the landscape surrounding York, these are: Regional Corridors, District Corridors and Local Corridors

The site is not located within an existing Green Corridor. This is demonstrated in Appendix 3.

## 5.4 SUMMARY

Although this appraisal does not accept a number of aspects of the approach taken by York City Council in defining Green Belt, nevertheless this appraisal has considered each of the defining criteria above and does not consider that the site exhibits any of the characteristics which are considered by York City Council assessment criteria to be important features of Green Belt to any significant degree.

## 6.0 THE PROPOSED SITE: LANDSCAPE AND VISUAL RECEPTORS AND SITE CHARACTERISTICS

### 6.1 Site Description

The site is located approximately 3km east of the City of York, on the eastern side of Osbaldwick settlement. An area of employment use, business park and electricity substation, pylons and infrastructure lies between Osbaldwick and the site. The site lies to the north of the A1079 Hull Road on the city side of the junction with the A64 Ring Road. The A64 is located on an embankment which provides physical separation between the application site and the countryside and settlement beyond. A large commercial auction site and associated infrastructure lie on the outer side of the A64 ring road. The A1079 is generally well tree lined in the area of the electricity substation, with views opening up across the site as the A1079 approaches the A64 junction. Views in this direction are away from the city centre. The land is bordered to the north by Murton Way which is a small country lane with a farm and cluster of residential properties located on the southern side.

There are no public footpaths located adjacent to or which cross the site, and there is no public access to the site.

The northern part of the site is generally flat with the land rising to the south to the A1079 road. It consists of a mix of arable, pasture and plantation. Historically it has been used for equine cross country events and as turnout grazing associated with the former Livestock Centre and kept predominantly as grassland. These equine events no longer occur and the Livestock Centre is now a general purpose Auction Centre with a much reduced agricultural component. The agricultural use of the site in the longer term is uncertain as a consequence.

There are numerous trees and hedgerows across the site which are an important characteristic of the landscape. A detailed assessment will be undertaken as part of any detailed planning application for the site to ascertain the health and value of the trees and hedgerows, and the quality trees and hedgerows retained and incorporated within any development proposals.

Ditches and field drains are also located across the site, and have the potential to be incorporated into any development proposals as part of a sustainable urban drainage system.

### 6.2 Landscape Character

The site is generally rural in nature with the trees and hedgerows defining the field boundaries. However, urban elements form a significant part of the landscape in the form of major roads, pylons, and filtered views through to the business park and electricity sub station and infrastructure. These are prominent detracting elements in the landscape which reduce the otherwise rural character.

### 6.3 Quality and Value

The site is not designated at any level, and due to the significant presence of the urbanizing features described above, the site is generally assessed to be of ordinary quality, with some poor areas where the urbanizing elements are particularly prevalent. The site is considered to be of low value in landscape terms with regard to the lack of public access and use both within and adjacent to the site.

#### 6.4 Visual receptors

The site is contained on 3 sides by roads, with varying amounts of filtering afforded by trees and hedgerows. Road users are generally considered to be low sensitivity receptors and are therefore not likely to have significant visual impacts. There are no public footpaths or rights of way adjacent to or across the site. The farm and small cluster of residential properties adjacent to Murton Way and on the A1079 are the only receptors likely to have a large change to their views.

#### 6.5 Sensitivity and Capacity

The site is well contained by the road network and the adjacent business park/ substation, with limited views to countryside or settlement beyond the A64, or to the historic centre of York. In consideration of the assessed ordinary quality and low value of the site, it is considered that the site has low-medium sensitivity, and therefore medium to high capacity to accommodate residential and associated development.

## 7.0 LANDSCAPE FRAMEWORK CONSTRAINTS AND OPPORTUNITIES

An illustrative concept masterplan for the site has been produced. As this is refined, detailed proposals for the site should incorporate the following:

- Integrate the development with the adjacent roads and boundaries. This should not necessarily just result in a landscape buffer zone, but should consider the relationship of the site to the road frontages north and south, with a well designed layout. The site should present an attractive frontage to the A64, which could be through buffer planting and/ or a well-integrated layout .
- Retain and incorporate important landscape features, including quality trees and hedgerows, and drainage ditches incorporated into a sustainable urban drainage system where appropriate.

## 8 YORK CITY COUNCIL 'DESIGN WORKSHOP'

- a. Comments with regard to York historic setting
- b. Comments with regard to York Coalescence of Settlements

### a. Comments with regard to the historic setting of York.

- 8.1 At the 'workshop' with York City Council, officers considered that the site contributes to the historic setting of York, and that it is the importance the rural setting has as one travels through the landscape, rather than any individual static views.
- 8.2 In considering views which 'place' York in its setting, views towards York *from* the surrounding landscape are necessarily more relevant than views from the edge of York looking out to the wider landscape.
- 8.3 The landscape appraisal demonstrates that there are no views of the site or York City from beyond the Murton side of the A64 ring road, due to the elevated nature of the ring road in this location.
- 8.4 The proposed site is not visible from beyond Osbaldwick Link Road to the west of the site. The Landscape Appraisal demonstrates that there are no views of the site from the A64 ring road or receptors to the north of the site where the site could potentially be considered to form part of York's historic or rural setting. This is demonstrated in Photograph Sheet 3: Panorama 5 (Appendix 2)
- 8.5 On approaching York city centre on the A1079, the site is barely perceptible beyond the road and junction infrastructure, and currently has no bearing on the setting or appreciation of York in its wider context.. The proposed development will have no impact on the appreciation of York's setting when approached from the A1079. This is demonstrated in Photograph Sheet 3: Photo 7 (Appendix 2).
- 8.6 On leaving York along the A1079 there is a small section of road before the junction with the A64 ring road, where views open out across the site, This is demonstrated in Photograph Sheet 3: Panorama 1(Appendix 2), although it should be noted this is the view looking back towards York, and most people would not be travelling or viewing in this direction. The proposed development would be a feature of this view without mitigation. The substation and pylons are prominent detracting features of the landscape, and roads and buildings further urbanizing elements. The landscape is mixed pasture, arable and Christmas trees, and is considered to be ordinary quality (the pasture and arable) with some poor elements and some good elements in the trees and hedgerows. An identifiable part of historic York is not a part of this view, and it is not therefore considered that this view 'places' York in its wider context, or is a view that would be experienced by many people (looking back towards York. Prior to arriving at this location (from York) the A1079 is contained by trees and vegetation, and the development masterplan proposals allow for a continuation of this with a landscape buffer which would substantially restrict views of the site.

8.7 There is a stretch of Murton Way which extends for approximately 600m where there may be some visibility of any development. A sequence of photographs has been taken in Photograph Sheet 1, Appendix 2 to demonstrate how the site is perceived leaving Osbaldwick and heading for Murton. A further sequence of views has been taken in the opposite direction from Murton to Osbaldwick. These views are considered in section 4 of this appraisal.

#### 8.8 Summary

- The site does not lie in a location which is part of a landscape which 'places' York in its rural setting, and is not a readily identifiable part of any views from the wider landscape.
- There are two locations where the site would potentially form part of the view; from Murton Way and the A1079 road corridor. The proposed masterplan allows for setting the development back from Murton Way, located behind layers of trees and hedgerows, and would therefore not form a part of the views of people travelling from Murton towards York. This view (Photograph Sheet 2: Panorama 2 would remain unaltered)
- The site would not be readily visible to people travelling into York on the A1079. This approach would remain unaltered.
- The proposed masterplan allows for a buffer to the A1079 which would substantially restrict views of the proposed development for people leaving York, and would be perceived as a continuation of the existing tree and hedgerows along this corridor.

## **b. Comments with regard to the perceived coalescence of settlement**

- 8.9 The proposed site lies between the villages of Osbaldwick and Murton which straddle the A64 Ring Road to the east of York. The ring road dissects the landscape and is elevated 5-6m above the surrounding flat landscape, with the ring road bridge crossing Murton Way forming a visual gateway entering the village of Murton. There is an area of predominantly rural landscape character between Murton and Osbaldwick which extends for approximately 600m along Murton Way.
- 8.10 How this landscape is perceived is demonstrated in Appendix 2: Photosheet 1 which provides a sequence of views that are experienced travelling in both directions between Osbaldwick and Murton. The sequence is described below. With panoramic views illustrated on Photosheet 2.

Osbaldwick to Murton: (numbers relate to photographs)

- 1 Suburban houses on outer edge of Osbaldwick, leading to light industrial units on Osbaldwick Link Road
- 2 A stretch of Murton Way (approx. 600m) lined by hedgerows on either side with some isolated buildings (mainly farm) on the roadside. The hedgerows are generally in the region of 1.5-2.5m high and restrict views to the wider landscape.
- 3 At a bend in Murton Way the hedgerows are lower and there are fewer trees which allow for some views to the existing landscape of the site (Also: Photosheet 2: Panorama 3)
- 4 Approaching the A64 ring road bridge crossing, the hedgerows increase in height and contain views, with the A64 crossing becoming the prominent feature.

Immediately beyond the road bridge, the suburban houses at the edge of Murton village

Murton to Osbaldwick:

Suburban houses on the outer edge of Murton Village, ending in bridge forming gateway which opens out to-

- 5 predominantly rural landscape, with hedgerows containing the views, but with some views through gaps to the wider landscape (Also: Photosheet 2: Panorama 2)
- 6 Murton Way is contained by hedgerows which prevent views to the wider landscape
- 7 Murton Way is contained by hedgerows which prevent views to the wider landscape, particularly to the south with further trees around Gells Farm.
- 8 At the proposed entrance to the site the hedgerows are lower and less tree cover allows some views across the landscape.

### **Changes to views**

- 8.11 Osbaldwick to Murton

The proposed development (Appendix 1: Masterplan Proposals) will only be visible for one small section at the bend in Murton Way where the proposed new access will be (Photosheet 1: Photo 3, and Photosheet 2: Panorama 3). The majority of this view will remain unaltered. The masterplan has been designed with the proposed access road meandering around a landscape setting which will allow trees and hedgerows to restrict views of the proposed development and maintain the rural character of the view. The hedgerow on Murton Way could be allowed to grow higher and supplemented with additional trees, which will virtually remove any potential views of the proposals.

All other views will remain unaffected due to the proposed development being set back from Murton Way and located behind layers of existing hedgerows and trees. The proposals will allow for the supplemental planting of trees and hedgerows.

#### 8.12 Murton to Osbaldwick

The site will only be visible in one part of the journey, near the proposed entrance at the bend in Murton Way where the hedgerow is lower than adjacent areas. The proposed layout at this section (as described above) will supplement the existing hedgerows and trees, and the proposed development will not be a ready part of the view (it will appear as a continuation of Photosheet 1: Photo 7).

#### 8.13 Summary

The proposed development is set back from Murton Way. Where there is a potential for the site to have a notable change to the predominantly rural character of this section of road, the development has been modified to allow a site access through an enhanced landscape corridor which will conceal the development and maintain the existing character. There will be no actual or perceived coalescence of Osbaldwick or Murton.

## 9 Summary

9.1 The development proposal masterplan has been further refined to respond to comments made by York City Council at the design workshop. The amended masterplan (Appendix 1) includes the following:

- Considerably less quantum of development than proposed in January 2014.
- Setting the proposals back further from Murton Way to retain the predominantly rural character experienced along this section of road between Osbaldwick and Murton
- Restrict the commercial part of the development to the western boundary to allow a visual corridor of rural characteristics to be retained at the proposed site entrance.
- Exclude all the Ridge and Furrow field to the immediate south of Murton Way.
- Exclude additional agricultural fields south of Gell's Farm
- Retain the majority of trees and hedgerows across the site and enhance them where they are not currently well maintained.
- Locate a POS network to the northern edge of the development which will allow new trees and hedgerows to reduce any potential views of the development from Murton Way.

9.2 The site is not located in an area which could be considered to contribute to the historic setting of York, for the following reasons:

- There are no readily discernible views from the wider landscape where the site is viewed in the context of York city centre, either as a standalone view or as part of a sequence of views travelling through the landscape.
- The site is contained by 3 roads: Murton Way to the north, the slip road to the A64 Ring Road to the east and the A1079 to the south. Only views from the A64 ring road could be considered to have the potential to be 'viewing the site in relation to York's historic setting', and these views are extremely limited through existing vegetation. The site (and city beyond) is located at an obscure angle to the direction of travel and the city of York is not a recognisable part of any views from this location. The existing landscape has large detracting prominent features in the convergence of several lines of pylons at the substation (Photograph Sheet2: Panorama 2).

9.3 The site will not be perceived as contributing to the coalescence of Osbaldwick for the following reasons:

- The refined masterplan locates development away from Murton Way, retains most of the existing field structure along Murton Way including all the Ridge and Furrow land. The hedgerows and field trees are to be retained and supplemented and proposed POS will provide a landscape northern edge to further integrate the proposals into the landscape.
- There will therefore be almost no notable change to the journey between Osbaldwick and Murton (or visa versa).

APPENDIX 1: DEVELOPMENT MASTERPLAN



## APPENDIX 2: PHOTOGRPAHS



1



2



3

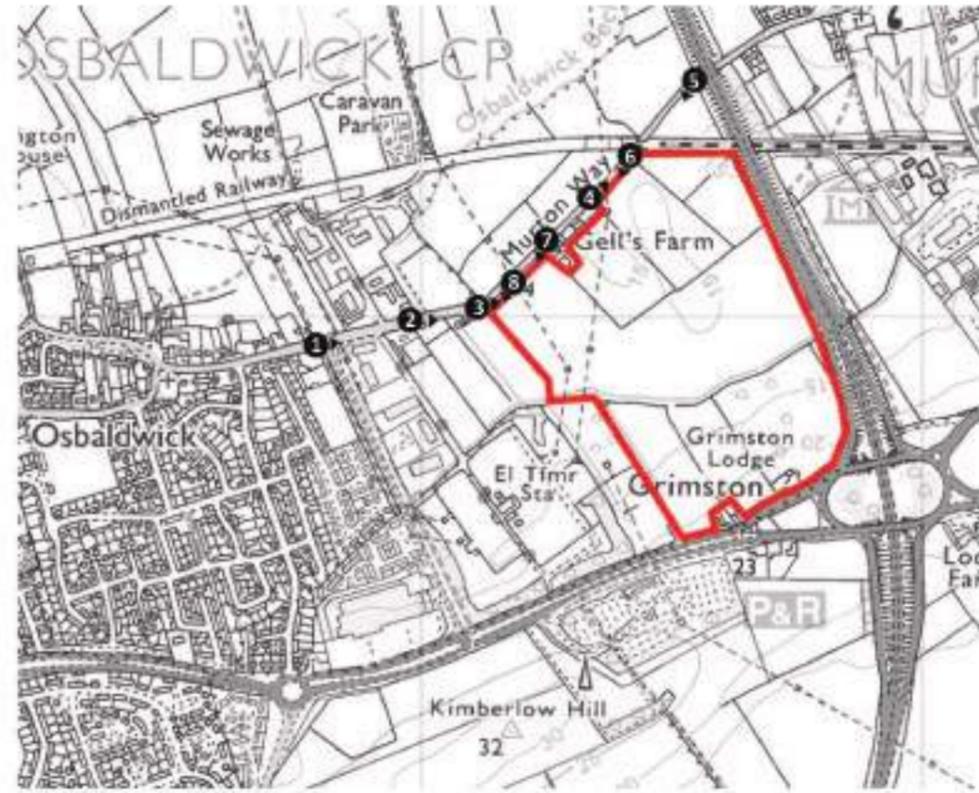


4



Entering Osbaldwick village

5



6

7



Entering Murton village

8





Location of proposed development behind existing trees and hedgerows

PANORAMA 1 Panoramic view showing landscape characteristics of proposal site



Proposed development not visible behind layers of trees and hedgerow

PANORAMA 2 Panoramic view showing proposal site viewed leaving Murton towards Osbaldwick



Extent of proposed development in yellow behind existing hedgerows. Note: mitigation planting will be able to entirely screen the development from this view, other than the access road in the foreground

PANORAMA 3 Panoramic view showing proposal site viewed leaving Osbaldwick towards Murton



PANORAMA 4 Panoramic view showing site from A1079 looking backward towards York (located at some distance behind trees and pylons)



PANORAMA 5 Panoramic view showing wider landscape context from A64 ring road looking back to York on the horizon

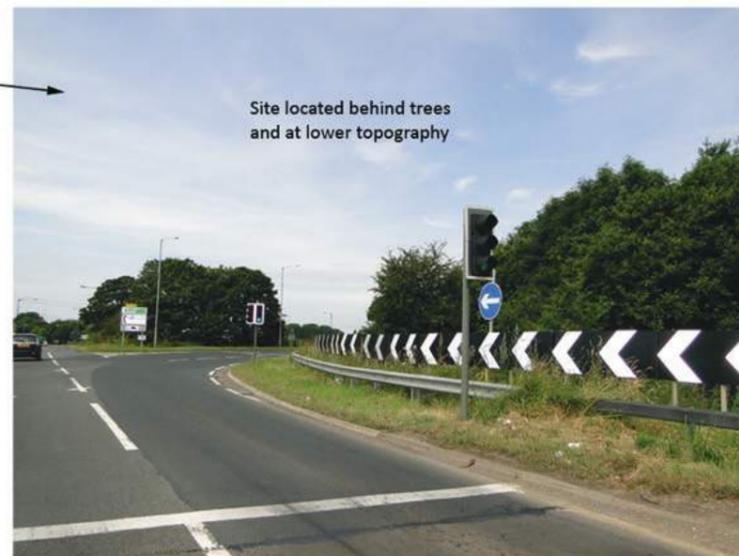
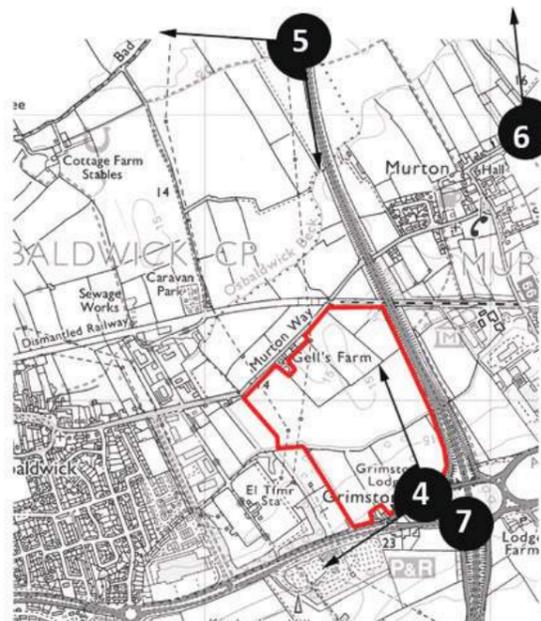


Photo 7 From junction of A64 ring road and A1079 looking towards site



PANORAMA 6 Panoramic view showing wider landscape beyond Murton

### APPENDIX 3: SITE LOCATION PLAN AND CITY OF YORK GREEN CORRIDOR PLAN



Site Location Plan



Extract of District Green Corridors Plan - City of York Council LDF Technical Paper January 2011

## Land East of Grimston Bar, York

### Updated Ridge and Furrow Assessment

URS have been instructed by Taylor Wimpey UK Ltd & Linden Homes Ltd to provide an appraisal of the significance, or otherwise, of surviving ridge and furrow within a parcel of land to the East of Grimston Bar which they, along with others, are putting forward as potential mixed use allocation (residential & commercial) within the emerging City of York Local Plan.

Within the site being promoted are fragmented but upstanding remains of medieval ridge and furrow. The most extensive remains lie toward the northeastern corner of the site.

URS were furnished with plans by York City Council which identifies the extent of Ridge & Furrow identified in the HER and the minimum extent that they consider survives on the ground. Following the Council's Strategic Site Design & Environment Workshops in November 2013, where John Oxley (Heritage Officer) request further information/investigation, URS were commissioned to undertake further assessment work on the site and its surroundings.

In the northeast corner the remains consist of ridge and furrow on two different alignments (see Appendix 1 & 2). The most extensive remains are aligned approximately northeast-southwest and cross at least five fields (fields 1-5 on the attached plan) between Gell's Farm and Osbaldwick Road Crossing. Part of the same cultivation system is present in the field alongside the A64 trunk road but here it is on a different, northwest - southeast alignment. In this area the earthworks survive to an estimated height of c.0.10 to 0.40m (base of furrow to top of ridge), with the better preserved remains present towards the east. Associated with the ridge and furrow are a number of linear terraces that appear to represent surviving headlands which separate the ridge and furrow on different alignments.

To the north of Grimston Lodge the eroded remains of broad ridge and furrow can be discerned on the slope between the A1079 and the drain that delimits the north end of the field. The remains are absent from the east side of the field, but where the earthworks survive they are a maximum c.0.20m in height.

The areas of ridge and furrow represent the remains of a cultivation system that are likely to relate to the medieval historic settlement of Murton which is located to the east of the A64 trunk road corridor.

The earthworks are non-designated heritage assets of local significance and based on current information they do not fall within a locally designated Area of Archaeological Priority. The integrity of these earthworks has been compromised in part by later agricultural activities and the enclosure of the landscape in the 18<sup>th</sup> and 19<sup>th</sup> centuries; but also by the construction of the A64 which has effectively severed the remains from their connection with historic Murton to the east. The remains as they survive therefore do not represent a complete and well preserved example of a medieval field system.

The earthworks are not unique to this part of York with other examples surviving including those at Walmgate Stray, Hobmoor Stray, Shipton Road and those close to the proposed allocation site at the deserted medieval village of Grimston. In addition to this surviving ridge and furrow, earthworks form part of a number of statutorily protected deserted medieval village sites including Grimston medieval settlement (Scheduled Ancient Monument (SAM) No. 32665), Foston medieval settlement and moated monastic grange (SAM No. 32641) and Towthorpe medieval settlement (SAM No. 32634).

The City of York Council's Archaeologist (John Oxley) assessed the earthworks at the site during the preparation of the city council's Site Selection Technical Paper (produced in 2013) which informed the development allocations as set out in the Preferred Options Local Plan. He stated that they '*... should be preserved and not compromised by development' given their state of preservation and contribution to the locality's historic landscape*'. In addition it is stated in the Technical Paper that the land within which the ridge and furrow sits offers significant views of the City of York. It is also stated that '*... development of a significant part of this site could be particularly harmful to the character and openness of the Green Belt.*'

The relationship of the site to the 'Green Belt' in respect of landscape, views and vistas is dealt with by TPM Landscape. This note deals with heritage value of the ridge and furrow earthworks.

On the basis of his assessment John Oxley has suggested that no development should take place on the site. However, as far as we are aware no recommendations for scheduling or the creation of an Archaeological Priority Zone have been proposed to safeguard the remains of the ridge and furrow.

There are other accessible areas within the core of historic Murton where ridge and furrow survive and contribute to the character of the historic landscape and the village. To the south of St James' Church there are a number of fields where relatively well preserved elements of ridge and furrow earthworks can be observed and enjoyed, either from the public highway or from public footpaths. Elsewhere in the village, to the east and north of Moor Lane the earthworks are in a more degraded condition but are visible to the north of Rose Farm and in the fields to the east of Pear Tree Farm, where they have survived in managed pasture.

The ridge and furrow to the south of St James' Church is present in two groups to the southwest and to the southeast of the church but it appears to be part of a coherent field system that is aligned approximately northwest to southeast. The condition of the earthworks in this area is broadly comparable to the remains at the site.

At this stage URS would class the earthworks within the site as being of local significance based on the commonality of the resource within the local and wider context and their fragmented state and degraded condition. Within the city of York there are better preserved examples of ridge and furrow which are worthy of preservation in situ, particularly where they survive within a landscape that has more integrity in terms of either displaying an association with an intact field system, a historic settlement or forming part of a medieval stray. These factors and the absence of statutory protection do not warrant their preservation in situ.

However, it is understood that Taylor Wimpey & Linden Homes propose that a significant portion of the earthworks within the northeastern extent of the site can be retained as part of the wider development of the site and thereafter preserved in perpetuity by way of planning obligations/conditions. One option of this is set out on the Illustrative Masterplan that accompanies the representations. The extent of the proposed retention would incorporate the relationship of the different alignments and the presence of an associated headland along with semi-rural views across it. It is considered that this would be an appropriate way of preserving this historic asset for future generations.

Those minor remnants outside of this could be fully recorded prior to any development taking place.

## **Appendix 1**

### Appendix 1 – Results of archaeological walkover condition survey

**Appendix 1 – Results of archaeological walkover condition survey**

A site walkover was undertaken on the 11<sup>th</sup> January 2013 to assess the site and determine the extent of the ridge and furrow. For ease of reference the fields assessed are numbered 1 -12 as shown on the Figure 1 below. The text below refers to these numbers. Further detail is provided in appendix 2.

*Figure 1 Aerial Photographs of the site showing field numbers*



The remains of ridge and furrow earthworks are present in two areas:

- an extensive area at the north end of the proposed development site (Fields 1, 2, 3, 4, 5, 12) that is aligned mostly NE-SW, but with part of a surviving NW-SE alignment in Field 2. The presence of prominent terraces within Fields 1, and 2 and at the south end of Field 3 are likely to represent the remains of former headlands associated with the cultivation. A pond in Field 1 is possibly related to the ridge and furrow; and
- At the west side of Field 9 are the eroded remains of ridge and furrow that run down the slope with a terrace that appears to mark the eastern extent (possibly a former headland), these are on the same alignment as two lines of planted trees. In the field that are pasture are the remains of various dilapidated horse jumps some of which have been constructed across the field boundaries.

**Appendix 2**

Inventory of fields and archaeological remains

## Appendix 2 Inventory of fields and archaeological remains

Field no.	Type	Land use	Description	Survival
1	Ridge & furrow, pond	pasture	The eroded remains of a cultivation system and possible related pond (surrounded by collapsing post fence). At the south side is a low terrace that appears to be a headland. The ridge & furrow appears to be more eroded on the NE side	B-C
2	Ridge & furrow	Pasture	The remains of a cultivation system that is aligned NW-SE with a terrace along the SW side that appears to be a prominent headland. Centreline of the furrows are c.10m apart	B
3	Ridge & furrow	Pasture	The remains of a cultivation system that is aligned NE-SW (continuation from Field 1) with a terrace at the SE end that is possibly the remains of a headland.	B
4	Ridge & furrow, pit	Pasture	The remains of a cultivation system that is aligned NE-SW (continuation from Fields 1 & 3). The ridge & furrow at the north end are in a better condition. A pit has been dug at the boundary between Field 4 and Field 3 & appears to be later than the ridge & furrow. The field is currently used as a paddock & contains horses	B-C
5	Ridge & furrow	Pasture	The remains of a cultivation system that appears to be slightly more eroded than elsewhere and that is aligned NE-SW (continuation from Fields 1, 3 & 4). Only the south side could be inspected due to the presence of inquisitive horses but the ridge & furrow is likely to extend across the north side	C
6	None	Arable	A recently ploughed field that is weathering & that previously contained sugar beet	n/a
7	Possible ridge & furrow ?	Pasture	Hints of a poorly preserved & eroded cultivation system defined by linear pools of standing water	E
8	None	Pasture	The NW corner of a field that has been mostly truncated by the A64 trunk road	n/a
9	Ridge & furrow	Pasture	A large field of rough pasture that contains the remains of two lines of trees that may have marked former field boundaries or a possible driveway. There are no visible remains of a cultivation system along the east side but further to the west the eroded remains of ridge & furrow are visible in long grass. The furrows are aligned NW-SE and continue down the slope of the hillside from the A1079 to the drain at the north end of the field. The eastern extent of the ridge & furrow appears to be marked by a low terrace	C-D
10	Indeterminate	Plantation	An area of conifers /possible Christmas tree plantation that covers an irregular area to the north of Meadowville but that obscures the ground surface (although it is very unlikely that any visible remains are present)	n/a
11	none	Pasture	An area of grassland that is adjacent to the tree plantation (Field 10). The surface is trimmed and appears to have been cut /mown recently (note: Fields 10 & 11 consists of one field but separated into two on land use)	n/a
12	Ridge & furrow	Pasture	A field of pasture with visible remains of an E-W cultivation system (continuation of an extensive area of ridge & furrow that crosses the north end of the development site). At the south end the earthwork is slightly obscured by hummocky character of the ground surface. (note: north end of the field not visited due to proximity to farm buildings and difficulty of access without arousing suspicion	C-D

**LAND AT GRIMSTON BAR, YORK**

**LANDSCAPE APPRAISAL**

**Commissioned by Taylor Wimpey**

**July 2013**

**Updated January 2014**

**tpm** landscape  
chartered landscape architects

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- 2 Summary
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- 7 The proposed application site: Landscape and Visual Receptors and Characteristics
- 8 Masterplan Constraints and Opportunities
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## 1.0 INTRODUCTION

1.1 In July 2013 TPM Landscape were commissioned by Taylor Wimpey to make an appraisal of an area of land at Grimston Bar, to the east of York city centre, and whether it is considered that the land is suitable for residential and commercial development without compromising the principal objectives of Green Belt land. The appraisal also makes a basic assessment of the potential landscape and visual impacts if the land were to be allocated for development.

1.2 Following the initial TPM Landscape Appraisal (July 2013), York City Council held a series of workshops to consider the allocation of sites to be put forward in the emerging Local Plan. The workshop was attended by the design team associated with Grimston Bar site, and the site was discussed in some detail with York City Council officers (including amongst others; Highways, Landscape, Ecology, Design), as well as a representative of English Heritage. The comments received (verbally) from the technical panel centered around the following:

- English Heritage considered that all development proposals will have a bearing on the historic setting of York, based on the previous inspector's findings relating to comments made over 20 years ago. English Heritage did not offer any criteria for how potential sites being considered for housing allocation would be assessed with regard to the potential harm to the historic setting of York.

- The landscape officer considered that there should be a larger area of landscape retained adjacent to Murton Way and alongside the ring road, and that the land was of a reasonable quality.

- The heritage officer considered that a greater amount of ridge and furrow should be retained within any development proposals than was shown at the time.

1.3 Whilst not necessarily concurring with the views expressed by York council officers, the design team have nevertheless reviewed the site proposals to demonstrate how the concerns can be addressed. The changes have been incorporated into the current illustrative masterplan.

1.4 The extent of the Green Belt surrounding York has been the subject of several planning inquiries. The inner boundary of the Green Belt has never been adopted. This appraisal therefore does not assume that the land is currently necessarily within the Green Belt, however considers whether it should be included within the future Green Belt, and considers how the land meets the current criteria for defining Green Belt.

1.5 It is also understood that the retained aspects of the Regional Spatial Strategy relate specifically to the York Green Belt, in particular with regard to safeguarding the character and setting of the historic city. This Appraisal therefore considers the potential impact of the land with regard to character and setting of the historic city.

## 2.0 SUMMARY

2.1 A landscape appraisal has been carried out by TPM Landscape (Chartered Landscape Architects) on behalf of Taylor Wimpey for an area of land at Grimston Bar on the fringe of York City urban area. This appraisal considers the following:

- 1) Response to views expressed by York City Council at the design workshop. Would the proposed development reduce the 'gap' between the edge of the built up area towards the A64 and the ring road (one of the elements considered by York City Council to contribute to the special character and setting of York). Also, views were also expressed over the originally proposed development of the site reducing the separation of the edge of the City from Murton which would reduce the City's rural setting.
- 2) Does the land exhibit important characteristics which contribute to the 5 purposes of Green Belt and whether it should be considered for inclusion within future Green Belt proposals.
- 3) Does the land have capacity to accommodate residential and associated development without causing significant harm to the landscape and visual resource.

2.2 With regard to item 1 above, this appraisal concludes that whilst there would be a reduction in land currently used for agriculture and commercial landscape enterprises, the 'gap' in the location of the site is not readily visible due to the elevated nature of the roundabout and slip roads to the A64, relative to the site. It is also considered that the existing landscape of the site is not of a special character contributing to the wider rural setting of York, although it is noted that the trees and hedgerows and the ridge and furrow within the site are locally important elements which should be retained where possible. It is therefore considered that any perceived reduction in the 'gap' from roads or public or private viewpoints would be extremely limited by the presence and existing character of the A64 ring road together with the detracting elements of the pylons, sub-station and other existing urbanizing elements.

2.3 With regard to item 2 above, this appraisal concludes that the site does not make a substantial contribution to any of the 5 purposes of the Green Belt, in particular the 2 purposes which are considered by the Council to be most pertinent to York:

- to prevent neighbouring towns merging into one another;
- to preserve the setting and special character of historic towns

Note: the first bullet point is not relevant to York

2.4 Notwithstanding whether the site is currently located within the Green Belt or not, this appraisal concludes that the site does not have features which are important to preserving the historic setting of York, views to the Minster or city skyline, or maintaining important Green Corridors.

2.5 With regard to item 3 above, an assessment of the site with regard to its sensitivity and capacity considers that the site is well placed to accommodate residential and commercial development due to its character, quality, and containment.

2.6 A high level assessment of the potential landscape and visual impacts considers that the landscape is of an ordinary quality (poor in some areas) with very few high sensitivity receptors, and that development as proposed is therefore unlikely to have any significant adverse landscape or visual impacts.

2.7 In summary, this appraisal considers that the application site would not make a significant contribution to upholding any of the purposes of Green Belt land as defined in the NPPF and with reference to further York City Council technical papers, and is suitable for residential development for the following reasons:

- The land does not exhibit important characteristics of the 5 purposes of Green Belt land to any significant degree.
- The land does not exhibit any of the key characteristics identified in the York Green Belt Assessment criteria to any significant degree.
- The land does not exhibit any of the important characteristics of the York Technical Papers concerning Historical Setting or Green Corridors to any significant degree
- The land is not subject to any special local, regional or national landscape designation.
- There are a very limited number of visual receptors. The site is well contained by the A64 ring road, the A1079 Hull Road and Murton Way to the north. The A64 forms a robust boundary to the settlement boundary to York.
- The land is of generally ordinary quality with some poor quality areas, and contains detracting elements including: a substantial number of overhead pylons, electricity substation and infrastructure, the A64 ring road, and lies on the fringe of existing employment uses at Osbaldwick Link Road. There are important features within the site in the form of trees and hedgerow, which can easily be retained within any potential development, and would be subject to detailed survey as part of a planning application

Most importantly, it is concluded that the development of the site would not compromise the longstanding main purpose of the York green belt which is to safeguard the special character of the city.

### 3.0 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

#### 3.1 The Framework states that:

*The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. (para 79)*

*Green Belt serves five purposes:*

- 1 to check the unrestricted sprawl of large built-up areas;*
- 2 to prevent neighbouring towns merging into one another;*
- 3 to assist in safeguarding the countryside from encroachment;*
- 4 to preserve the setting and special character of historic towns; and*
- 5 to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.(para 80)*

#### 3.3 Further guidance is offered with regard to defining of boundaries where the framework states that:

*When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. (para 84)*

#### 3.4 When defining boundaries, local planning authorities are required to:

- *ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;*
- *not include land which it is unnecessary to keep permanently open;*
- *where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;*
- *make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;*
- *satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and*
  - *define boundaries clearly, using physical features(Para 85)*

#### 3.5 Unrelated to green belt policy, the NPPF requires local authorities to identify and protect valued landscapes (paras 109 and 113), and that the value should be considered at a local, regional and national level.

#### 4.0 YORK GREEN BELT BACKGROUND

4.1 Whilst the current inner Green Belt boundary remains undetermined the following presents a basic understanding of the criteria which the Council has considered important when defining the Green Belt in the emerging Local Plan.

4.2 The York City Council Approach to Green Belt Appraisal 2003 sets out a basis for study and a methodology but precedes this with a statement regarding the appropriate means of establishing which areas of the land surrounding York should be considered as valuable to the Greenbelt. It states:

*Purposes 1,3 and 5 represent relevant principles which are important elements of all Green Belt, but when considered alone in the case of York, do not assist in the spatial assessment of which areas are the most valuable in Green Belt terms. The two remaining points, 2 & 4 however provide the basis on which an evaluation can be made and are therefore most useful for the purposes of this study.*

4.3 It is considered that the above approach to the decision making process is not consistent with the guidance of the NPPF which does not infer a hierarchy of weight to one or any of the 5 purposes, and it must be assumed that all 5 purposes should be considered within a Green Belt review or appraisal, as they are intrinsic to the definition of Green Belt. However, longstanding national policy and the saved policies of the Regional Spatial Strategy relate specifically to safeguarding the character and setting of the historic city. This assessment of a specific site does not concern itself with identifying whether one of the 5 purposes is more important than another, but does assess how well the site meets some or any of the 5 purposes, including the character and setting of the historic city.

4.4 It is considered that the proposed Green Belt boundaries do not address other fundamental requirements of Green Belt and Green Belt Review as set out within the NPPF where the local authority is required to:

- *satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; (this aspect is dealt with by others)*
- *define boundaries clearly, using physical features that are readily recognisable and likely to be permanent (Para 85)*

4.5 The 2003 York Green Belt Review provides further definition of what the council considers to be the most important aspects with regard to the preservation of the setting and special character of York, identifying landscape types within the open countryside surrounding York's settlement edge. These are:

- (i) Open Approaches to the City
- (ii) Green Wedges
- (iii) Views of the Minster
- (iv) Character of the Landscape

- (v) Urban Form
- (vi) Relationship between the urban edge and the countryside
- (vii) Relationship with the surrounding villages

4.6 As described in section 2 (NPPF), this appraisal assesses the site with regard to the 5 purposes of Green Belt. However, it is considered that the landscape characteristics described above are important elements which are embedded within the 5 purposes, but with a particular regard to the historic nature of York. This study therefore makes a 'high level' assessment of how the site relates to the above 7 landscape characteristics.

4.7 Following the publication of the Green Belt Review a technical paper entitled *Historic Character and Setting* was published in January 2011 to further support and update the York Green Belt Appraisal and to support the Spatial Strategy section of the Local Development Framework Core Strategy (now abandoned). A further technical paper entitled *Green Corridors* was also published in January 2011, although not directly introduced as supportive to the Green Belt Appraisal. This work identifying Green Corridor mapping and strategy appears relevant to the strand of argument used to support the current GBA. The proposed site is also assessed with regard to these two topics.

## 5.0 ASSESSMENT OF THE 5 PURPOSES OF GREEN BELT WITH REGARD TO THE SITE

5.1 The site has been assessed as to the contribution it might make to upholding the 5 purposes of Green Belt if it were to be included within the future Green Belt as follows:

### *1 to check the unrestricted sprawl of large built-up areas*

The NPPF states that physical features should be used to define Green Belt boundaries. The A64 Ring Road would be the most robust boundary in this location, and the current boundary framed by the substation, business park and pylon network is not considered to create a strong boundary.

### *2 to prevent neighbouring towns merging into one another*

It should be noted that this term is specific to merging towns. It should not be considered that preventing the coalescence of smaller settlements within the context of a single town is one of the purposes of Green Belt. Preventing coalescence of smaller settlements within the context of a single town is usually done by creating Green corridors or wedges.

There are no neighbouring towns in the vicinity of the site. The site would form a continuation of the settlement of Osbaldwick. Other than the small settlement of Murton which lies approximately 400m to the east of the site (and beyond the A64 which is elevated in this location and prevents any visual relationship), the nearest major settlement is Dunnington. Dunnington is located approximately 1.5km to the east of the A64, which as mentioned above is separated by the A64 which forms an elevated physical barrier and removes any potential inter-visibility or landscape relationship between the site and Dunnington settlement. It is therefore not considered that removal of the site from the Green Belt will have any impact on this purpose.

### *3 to assist in safeguarding the countryside from encroachment*

This is a more generic purpose which can be applied to almost all 'green' sites surrounding York, and each site must be judged on its merits. The site has many detracting elements which reduce its landscape quality and no public access or use, which reduces its value. It has a limited number of visual receptors and is well contained visually from the surrounding landscape. It is therefore not considered that this site is of particular importance within the context of the countryside which surrounds York and the roads which contain the outer boundaries of the site are themselves features which will limit encroachment on the countryside.

### *4 to preserve the setting and special character of historic towns*

The site does not form a ready part of important views towards York Minster or the historic core. Limited views are fleetingly available from road locations, but not where the York City skyline is a prominent feature of the skyline, which is fragmented in this location by the substantial presence of the Pylons and electricity substation infrastructure. It is therefore not considered that the site in any way contributes to the setting and special character of York, rather that it is currently a detracting element of the York skyline.

5 to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

This purpose is not applicable in the context of this appraisal.

## 6.0 ASSESSMENT OF THE YORK GREEN BELT CRITERIA WITH REGARD TO THE SITE

### 6.1 YORK CITY COUNCIL GREEN BELT CRITERIA

Whilst not necessarily accepting York City Council's approach to defining Green Belt, this appraisal has nevertheless assessed how the site is placed in terms of meeting the criteria deemed important by York City Council in the Approach to the Green Belt Appraisal 2003.

The York Green Belt Assessment sought to identify elements making a positive contribution to the Green Belt. These were considered under the following categories:

#### i) Open Approaches to the City

The setting of York is described as being characterised by open approaches with long views across relatively flat landscape which enables the city to be experienced within its wider setting. This definition of land appears very broad in its definition and the *long vistas towards city landmarks* are neither identified in terms of location or with regard to what city landmarks are visible.

The site is located north of a tree-lined corridor along the A1079 Hull Road, and it is not considered that it forms part of long vistas towards city landmarks or forms part of views of the historic city core set in open countryside. From this distance and location, any occasional partial glimpsed views toward the city skyline would be dwarfed by the substantial electricity pylons which cross the site and the substation infrastructure.

#### ii) Green Wedges

These are described as a characteristic feature of York which form tracts of undeveloped land extending from the countryside into the city. These Green Wedges incorporate the historic strays and Ouse Ings and contribute to preventing the lateral coalescence of different parts of the urban area and help retain the distinctive characteristics of earlier periods of individual settlements.

The site is not located within a Green Wedge.

#### iii) Views of the Minster

It is accepted that views of the Minster from the surrounding countryside form an important association between the historic city and the surrounding landscape.

There are no readily identifiable views of the Minster from public areas within or adjacent to the site.

iv) Character of the Landscape

The character of the landscape is broadly categorised as relatively flat and low lying agricultural land. It is stated that this contributes to the overall setting of the city in its own right. This section of the report generally references the landscape character classifications found in Natural England's national character classification under NCA28 and also the more detailed landscape character study undertaken in 1996 by ECUS. The report is broad in nature, and does not assign relative importance values to the differing landscapes surrounding York. In order to determine whether a particular site has value or characteristics which require protection, a site by site assessment is required.

A 'high level' assessment has been carried out as part of this report (Section 6) which considers that the site is ordinary in nature with major detracting elements which are substantial and would prevent the site being considered as a valued landscape. There are no landscape designations for the site at a national, regional or local level.

v) Urban Form

The urban area of York comprises a historic core surrounded by an amalgamation of formerly separate villages. This describes how historic villages have been incorporated within the overall settlement of the urban area of the city with the *strays* and *ings* helping to maintain their physical separateness and identities.

It is considered that the site is not located in an area of particular importance to protect in the context of the wider historic settlement pattern.

vi) Relationship between the urban edge and countryside

The urban fringe is defined as the broad area of land situated at the interface between the edge of the urban area and the countryside. This broad definition does not include any analysis of what might constitute a strong or harmonious urban edge and, in the context of Green Belt, where a strong boundary might exist or be formed by such an edge. Therefore each site must be assessed on its own merits.

The application site lies between a commercial/ employment area and the A64 York ring road, and is bounded to the south by a main arterial road, the A1079. The site is crossed by many electricity pylons, and the electricity substation and infrastructure is a feature of much of the landscape in this area. This assessment considers that the site does not currently make a positive contribution to the interface between the urban edge and countryside but that on-site and neighbouring uses contribute – and will continue to contribute, long term – to its very limited landscape value.

vii) The relationship with surrounding villages

The villages surrounding York are noted as contributing to the setting and special character of the city. Although now in various different states of development and historic legibility, these villages hold a separate sense of community distinct from the urban areas of York. The York Green Belt Assessment relates to harmonious relationships and positive contributions to the setting of York without identifying which of the many outlying villages surrounding York this refers to.

This assessment considers that the application site does not form land which makes a positive contribution to any particular village setting.

## 6.2 HISTORIC CHARACTER AND SETTING

The purpose of this document includes being an update to the York Green Belt Appraisal and as an evidence base for the Local Plan. The document provides some further detail as to the exact boundary definitions and reasoning behind the inclusion of land within the defined categories and how these have been determined.

This appraisal considers that with regard to the site, its inclusion within the Green Belt and allocation for residential and commercial development would have no impact on the historical character and setting of York. The lack of visibility of the city centre or Minster from the site has been described in section 6.1 and the landscape setting is considered further in the site assessment in Section 7.

## 6.3 GREEN CORRIDORS

This document aims to develop green corridor mapping as a way of introducing Green Infrastructure to the process of Policy development and management within York. It re-states the central tenet of York City Council's approach to the Green Belt and landscape surrounding the city which is based solidly around the retention of the *Ings* and *Strays* and other areas of landscape deemed significant in terms of their contribution to the historic setting of York.

A hierarchy of Green Corridors is identified and mapped through this process with the aim that these become embedded within the Local Plan planning process. Three categories of Green Corridor are identified and mapped onto the landscape surrounding York, these are: Regional Corridors, District Corridors and Local Corridors

The site is not located within an existing Green Corridor.

## 6.4 SUMMARY

Although this appraisal does not accept a number of aspects of the approach taken by York City Council in defining Green Belt, nevertheless this appraisal has considered each of the defining criteria above and does not consider that the site exhibits any of the characteristics which are considered by York City Council assessment criteria to be important features of Green Belt to any significant degree.

## 7.0 THE PROPOSED SITE: LANDSCAPE AND VISUAL RECEPTORS AND SITE CHARACTERISTICS

### Site Description

The site is located approximately 3km east of the City of York, on the eastern side of Osbaldwick settlement. An area of employment use, business park and electricity substation, pylons and infrastructure lies between Osbaldwick and the site. The site lies to the north of the A1079 Hull Road on the city side of the junction with the A64 Ring Road. The A64 is located on an embankment which provides physical separation between the application site and the countryside and settlement beyond. A large commercial auction site and associated infrastructure lie on the outer side of the A64 ring road. The A1079 is generally well tree lined in the area of the electricity substation, with views opening up across the site as the A1079 approaches the A64 junction. Views in this direction are away from the city centre. The land is bordered to the north by Murton Way which is a small country lane with a farm and cluster of residential properties located on the southern side.

There are no public footpaths located adjacent to or which cross the site, and there is no public access to the site.

The northern part of the site is generally flat with the land rising to the south to the A1079 road. It consists of a mix of arable, pasture and plantation. Historically it has been used for equine cross country events and as turnout grazing associated with the former Livestock Centre and kept predominantly as grassland. These equine events no longer occur and the Livestock Centre is now a general purpose Auction Centre with a much reduced agricultural component. The agricultural use of the site in the longer term is uncertain as a consequence.

There are numerous trees and hedgerows across the site which are an important characteristic of the landscape. A detailed assessment will be undertaken as part of any detailed planning application for the site to ascertain the health and value of the trees and hedgerows, and the quality trees and hedgerows retained and incorporated within any development proposals.

Ditches and field drains are also located across the site, and have the potential to be incorporated into any development proposals as part of a sustainable urban drainage system.

### Landscape Character

The site is generally rural in nature with the trees and hedgerows defining the field boundaries. However, urban elements form a significant part of the landscape in the form of major roads, pylons, and filtered views through to the business park and electricity sub station and infrastructure. These are predominantly detracting elements in the landscape which reduce the otherwise rural character.

### Quality and Value

The site is not designated at any level, and due to the significant presence of the urbanizing features described above, the site is generally assessed to be of ordinary quality, with some poor areas where the urbanizing elements are particularly prevalent. The site is considered to be of low value in landscape terms with regard to the lack of public access and use both within and adjacent to the site.

### Visual receptors

The site is contained on 3 sides by roads, with varying amounts of filtering afforded by trees and hedgerows. Road users are generally considered to be low sensitivity receptors and are therefore not likely to have significant visual impacts. There are no public footpaths or rights of way adjacent to or across the site. The farm and small cluster of residential properties adjacent to Murton Way and on the A1079 are the only receptors likely to have a large change to their views.

### Sensitivity and Capacity

The site is well contained by the road network and the adjacent business park/ substation, with limited views to countryside or settlement beyond the A64, or to the historic centre of York. In consideration of the assessed ordinary quality and low value of the site, it is considered that the site has low-medium sensitivity, and therefore medium to high capacity to accommodate residential and associated development.

## **8.0 MASTERPLAN CONSTRAINTS AND OPPORTUNITIES**

An illustrative concept masterplan for the site has been produced. As this is refined, detailed proposals for the site should incorporate the following:

- Integrate the development with the adjacent roads and boundaries. This should not necessarily just result in a landscape buffer zone, but should consider the relationship of the site to the road frontages north and south, with a well designed layout. The site should present an attractive frontage to the A64, which could be through buffer planting and/ or a well-integrated layout .
- Retain and incorporate important landscape features, including quality trees and hedgerows, and drainage ditches incorporated into a sustainable urban drainage system where appropriate.

## 9.0 SITE LOCATION PLAN AND CITY OF YORK GREEN CORRIDOR PLAN



Site Location Plan



Extract of District Green Corridors Plan - City of York Council LDF Technical Paper January 2011

## 10 PHOTOGRAPHS



Site viewed from behind hedge along Murton Way. No visibility of York city centre or Minster



Site viewed from A1072 Hull Road



A64 Road corridor elevated above the site prevents a visual relationship between the site and the land beyond



Osbalwick Link Road to the east of the proposed site



## **Land East Of Grimston Bar, York: Residential Lead Mixed Use Development**

Further Representations To Emerging York City Council Local Plan  
(Preferred Options Stage)

January 2014

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**Appendix I** - Background to Employment and Commercial Land Proposals

## INTRODUCTION AND BACKGROUND

Taylor Wimpey ('TW') & Linden Homes ('LH') along with the landowners (the Grimston Bar Development Group) have a joint interest in land to East of Grimston Bar (shaded red) which extends to around 31.8ha, part of which (5.5ha) is currently proposed to be allocated for Circa 155 dwellings in the Local Plan Preferred Options Draft under Policy ST6 (Land East of Grimston Bar – Shaded Blue).



TW & LH, in response to the Local Plan Preferred Options Consultation 2013, submitted representations in support of the proposed housing allocation (ST6). It also demonstrated however, that the surrounding land is suitable and deliverable for development as part of a larger sustainable urban extension to assist in meeting the significant housing, and associated needs of the City over the emerging plan period.

Currently it is the view of TW & LH, and a host of others in the industry, that insufficient 'deliverable' housing sites have been put forward for allocation by the City Council in the Preferred Options plan, particularly sites which can be delivered early in the plan period. It is clear, based on experience of large scale site delivery in the past (within York and elsewhere), that the Council has failed to take sufficient account of the long lead-in time to the delivery of housing on such sites. Further, the assumed delivery rates are overly optimistic and the density assumptions/targets do not reflect the demands & aspirations of the market. The current

plan will not therefore meet the City's housing requirement and in consequence a greater number of sites will need to be brought forward to meet the housing needs of the City.

TW & LH consider that the land to the East of Grimston Bar provides a suitable, sustainable and deliverable location for a larger scale development than is currently proposed to be allocated. The allocation of a larger site would provide the scope for 2 experienced national house builders, with a detailed understanding of the local market, to deliver a mix of market and affordable housing to make a more significant and meaningful contribution to meeting the housing needs of the City over the emerging Plan Period. It will also deliver associated commercial development to assist in employment generation (see Appendix I for additional information), and meeting the Council's economic growth aspirations and potentially reducing the need for residents in the new housing development to leave the site for local shopping, social, recreational or employment purposes.

The previous submissions (August 2013) included an Illustrative Masterplan that showed how the site could deliver:-

- Residential – Circa 16 ha (Circa 490-572 dwellings @ 30-35dph)
- Commercial Land (South East) – Circa 4 ha
- Light Industrial Business Park (North West) – Circa 3 ha
- Public Open Space – Circa 6 ha

The representations were supported by a suite of Technical & Environmental Assessments and plans and illustrations, including:-

- Report on Transport Issues – Bryan G Hall
- Ridge & Furrow Heritage Statement – URS
- Landscape & Green Belt Appraisal – TPM Landscape
- Preliminary Ecological Assessment – URS
- Preliminary Flooding & Drainage Study – JBA Consulting
- Illustrative Masterplan – JRP
- Local Services Plan – JRP
- Landscape Framework Plan - TPM Landscape

Following the submission of representations to the Preferred Options Consultation, TW & LH, along with their Consultant Team, attended the City Council's Design & Environment and Infrastructure Panel Workshops on the 6th November 2013 and the Transport & Viability Workshop on the 22nd November 2013. It was apparent from the discussions with officers that there were no major objections to the principle of a larger allocation/development in this location, albeit not to the extent proposed in the Masterplan put forward by TW & LH. It was also confirmed in discussion with CYC Officers that the entirety of the land shaded red and blue on the plan at Introduction/Background had been identified as suitable for development at an earlier Local Plan preparation stage.

The key issues/questions raised in respect of the scale and potential form of a larger development on the site were:-

### **i) Landscape / Setting of York / Openness of Green Belt**

Views were expressed by the Council's Landscape Officer and English Heritage that the proposed development towards the A64 would reduce the 'gap' between the edge of the built up area and the ring road which they consider to be one of the elements which contributes to the special character and setting of York. There was little discussion on the precise elements of the development of this site that Officers considered would 'offend'. Rather, the comments were very general and one of principle based upon general comments made by the Inspector in his report of January 1994 on the Examination of the York Green Belt Local Plan rather than any comprehensive assessment of this site in its current context.

Views were also expressed that the development of the larger site would reduce the separation between the City and Murton Village which would reduce the City's rural setting.

### **ii) Heritage (Ridge & Furrow)**

The Council's Heritage Officer requested that further work is undertaken to establish the importance of the Ridge & Furrow on the site and its relationship to the Murton Township.

### **iii) Accessibility / Sustainability Linkages**

Officers sought a greater level of understanding of:-

- how the site could be integrated with the existing sustainable transport network in this part of the City.
- how residents from the site would access the Park & Ride site across the A1079 to use the high quality and frequent bus service into York City Centre.
- whether there was potential for the routing of existing bus services through the site

### **iv) Access Arrangements**

Given the existing traffic signal junctions at Osbaldwick Link Road and the Grimston Park & Ride site access, as well as the signalisation of the Grimston Bar interchange at the A64(T), there was a general consensus that the most appropriate form of junction control at the primary site access would be traffic signals linked to the operation of the adjacent junctions to ensure a coordinated approach to traffic along the A1079 corridor.

### **v) Noise & Air Quality**

The Council's EHO questioned the originally proposed layout of the site in respect of the potential noise disturbance from the A64 and the impact of the proposed Light Industrial Business Park upon the existing residential properties along Murton Way.



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and furrow within the site which was considered, by Members, to represent a heritage asset contributing to the character and setting of the City. It was also considered, by Members, that the development would lead to the coalescence of York with Murton. Together, these reasons were considered to justify the inclusion of the site in the green belt as currently set out in the emerging plan.

- The English Heritage response to the Preferred Options has cited the York Green Belt Local Plan (YGBLP) Inspector's report of January 1994 in support of the Green Belt attributes of this site.

We do not accept this assessment and our responses are as follows:-

### **Ridge & Furrow**

This is dealt with specifically in the Heritage Section below which identifies that the Ridge & Furrow field systems on the site are not designated heritage assets and are of no more than local importance. They do not represent a complete and well preserved example of a medieval field system. Notwithstanding, the Illustrative Masterplan accompanying these representations demonstrates that a significant proportion of the ridge and furrow is to be excluded from the development area and retained and managed in perpetuity (controlled by S106 obligations). The development will therefore secure the retention of a local heritage asset.

### **Coalescence with Murton**

The embanked A64 trunk road to the north east of the site provides a strong physical and visual barrier which precludes any sense of Murton coalescing with the York urban area. This separation will be reinforced by the permanent retention of the ridge and furrow in the north east part of the proposed mixed use site and other open space along the eastern boundary.

It also needs to be emphasised that coalescence of an urban area with an adjacent and related village is – and never has been – a purpose of green belt. We make no judgement on the merits or otherwise of preventing coalescence in such circumstances other than to say that this is more properly achieved by landscape/strategic gap policies. In the current case, however, the embanked A64 itself

provides an un-breacheable barrier to coalescence which, coupled with the 'gap' along the eastern boundary of the site will ensure this never happens.

### **Purpose & Characteristics of the York Green Belt**

- It is acknowledged that the YGBLP Inspector's report provides the only independent city-wide appraisal so far of the York green belt. However, it is important to put the report and the Inspector's conclusions in context. Specifically, as the Inspector recognises, "permanence" in relation to green belts must be used *in the context of the operation of a policy; also that the long term nature of green belt implies a duration not merely to the end of any current plan period but to such time as circumstances are **so different** that the underlying purpose of the green belt has to be considered in a wholly different context.* (Inspector's report para A7.25 – our emphasis)
- The Inspector goes on to say that views of the city and especially the Minster which define thereby the location of the city centre and indicate the general scale and character of York are as important to the character and setting of York as the walled city and the green wedges. He says that the main test whether land on the periphery of York fulfils this prime green belt function should be a visual one, especially whether it is essential for that or any other green belt purpose for the site to remain open. (ibid paras A7.29 and A7.32)
- Against the City Council's low estimate of housing requirements up to 2006 and no projections beyond 2006 being available at the time of the YGBLP, the Inspector makes three points which are pertinent to the Council's current site selection process generally and the land at Grimston bar in particular, namely

I. All of his conclusions and recommendations were based on then-current adopted strategic policies, however, he goes on to say that:

*"Any major change of strategic approach, such as might follow from the placing of greater weight on the desirability of reducing travel distances and on increasing the compactness of urban areas, could lead to a fundamental reappraisal of the concept of a green belt and its replacement with, for instance, a series of "green slices" based on an extension of the present green wedges ..."* (para A7.29)

2. In considering the setting of York, the Inspector considered that ***in general*** there would be serious harm to views of the city from the ring road if development were permitted to come right up to the latter and even more so if it passed beyond it. (para A7.28)

*“There are likely to be considerable difficulties in finding a satisfactory agreed site for a new settlement [then in prospect but not adopted policy and subsequently abandoned] and in any event changing national policy in relation to travel and energy policies may make such a strategy less acceptable (paras A7.14-15)”*

3. The Inspector also recognises that ***in some places views of York from the ringroad detract from the overall character of the city because of their harshness or illogicality and that in these places development might be an improvement, assuming careful layout and design and the use of suitable landscape treatment.*** Such development would however in some cases make an unsatisfactory situation worse by reducing to an unacceptable degree the width of open areas, in particular of important green wedges extending into York (para A7.32)

In the same vein, the representations of the then-York City Council as recorded in the Inspector’s report, include the following:

- Although the City of York Council took part in the [background research into the Local Plan] they do not accept that York has reached its limit of safe growth. ***Not all of the undeveloped land round York plays an essential part in preserving its character; much of it is merely mundane.*** There is not necessarily an objection to a tight inner boundary, however, provided that enough land is left within it to meet future development needs, including affordable housing. In so far as there is uncertainty over those development needs, it would be preferable to err on the side of excluding too much land from the green belt.

Planning policy has, indeed, changed fundamentally since the Inspector’s report was published and the current imperatives of concentrating new development within urban areas or in sustainable urban extensions and reducing car-borne travel as foreseen by the Inspector, fully justify a review of peripheral sites round York.

The Landscape Appraisal accompanying these submissions confirms that the site is not of high landscape value and is affected both directly and indirectly by the detracting features of the A64 road, on-site pylons and the grid site to the west. The open area between the A64 road and edge of the urban area in this locality (including the proposed development site) is not sufficiently wide to create an impression of a city lying within an agricultural/countryside setting and the top of the Minster tower can be viewed only fleetingly and obliquely from the ring road as it passes the site. Reducing the width of the open area would not therefore compromise the character or setting of York. We conclude that the allocation of the larger area now proposed would not conflict with the main purpose of the York Green Belt.

As to the other green belt purposes:

- correctly defining the inner boundary of the green belt with appropriate areas of land being excluded to meet identified and longer term development needs will itself check the unrestricted sprawl of York.
- there is no proximate town with which York could potentially merge
- as above, correctly defining the inner boundary of the green belt will assist in safeguarding the countryside from encroachment

The emerging Local Plan seeks to maximise the redevelopment of urban brownfield sites whilst acknowledging the technical and financial difficulties in bringing them forward and the resultant impact on delivery timescales. Nonetheless, it is agreed with the Council, that there is a need to release significant areas of land on the periphery of the York urban area if the assessed development needs of the area are to be met. Failure to do this will result in pressure on the green belt and compromise its permanence. In this connection, we take this opportunity to reiterate our previous submissions that the Preferred Options Local Plan assumes residential densities which are not achievable without adversely affecting the character of the areas/settlements concerned and/or do not meet the needs of the current housing market.

## HERITAGE (RIDGE & FURROW)

A more detailed assessment of the Ridge & Furrow on the site and the surrounding area has been undertaken as requested. As set out in the accompanying Ridge & Furrow Updated Assessment, it has been further clarified that :-

- The earthworks are non-designated heritage assets of local significance only and, based on current information, they do not fall within a locally designated Area of Archaeological Priority.
- The integrity of the earthworks on site has been compromised in part by later agricultural activities and the enclosure of the landscape in the 18th and 19th centuries; but also by the construction of the A64 which has effectively severed the remains from their connection with historic Murton to the east. The remains as they survive therefore do not represent a complete and well preserved example of a medieval field system.
- The earthworks are not unique to this part of York with other examples surviving including those at Walmgate Stray, Hobmoor Stray, Shipton Road and those close to the proposed allocation site at the deserted medieval village of Grimston.

The earthworks within the site are considered as being of local significance based on the commonality of the resource within the local and wider context and their fragmented state and degraded condition do not warrant their preservation when balanced against the development needs of the City.

Notwithstanding the above, Taylor Wimpey & Linden Homes, in response to the matters raised by John Oxley (Heritage Officer) propose that a significant portion of the earthworks within the northeastern extent of the site can be retained as part of the wider development of the site and thereafter preserved in perpetuity by way of planning obligations/conditions.



EXTRACT FROM REVISED ILLUSTRATIVE MASTERPLAN

One option of retention is set out on the Illustrative Masterplan (below) that accompanies the representations. The extent of the proposed retention would incorporate the relationship of the different alignments and the presence of an associated headland along with semi-rural views across it. It is considered that this would be an appropriate way of preserving this historic asset for future generations. Those remnants outside of this could be fully recorded prior to any development taking place.



## SUSTAINABILITY/ACCESSIBILITY LINKAGES & MEASURES

As illustrated on the previous page the site is in a sustainable location that is well served by existing high quality and high capacity infrastructure:

- The site benefits from existing public transport, walking and cycling facilities in the immediate vicinity which could be utilised by employees and residents of the development to ensure the use of sustainable transport modes is maximised.
- As part of the development of the wider site there would be clear opportunities (through site linkages & critical mass of population) to extend or divert bus services through the site. i.e bus services number 6 & 747 which currently run along Osbaldwick Link Road. A bus gate could be provided within the site to ensure general traffic does not utilise the site as a through route.
- Murton Way on the northern boundary of the site provides the opportunity for convenient pedestrian/cyclist linkages to the surrounding areas of Osbaldwick, Derwenthorpe, Tang Hall, Heworth via The Way of the Roses Cycle Route and Murton Village and the City Centre and beyond.

The result of the above, and the other measures, provides an opportunity to reduce private car trip rates from those usually associated with edge of settlement developments thus reducing the impact of the delivery of the Council's housing requirements upon the local and strategic road network.

Development economics dictate that a larger development allocation on land at Grimston Bar would allow the Development Group to contribute to the further improvement of the Grimston Bar Interchange at the A1079/A64 (T) (should the Council's cumulative transport impact assessment indicate this to be necessary) to assist in mitigating the cumulative impact of development traffic associated with City of York Council's development proposals across the network and wider sustainability improvements.

## NOISE & AIR QUALITY

The revised illustrative masterplan provides for significant separation between the residential development areas and the A64. Moreover, it demonstrates how a significant separation/buffer can be delivered around the proposed Light Industrial Business Park to ensure that the residents on the proposed site, and those within the existing properties, are afforded a good level of amenity – both internally and externally.

The site is not located within an Air Quality Management Area. Given the nature of uses proposed it is not considered that the development would lead to any adverse Air Quality Impacts upon the surrounding area both during construction and thereafter operation. The stand-off from the A64 is considered to be sufficient for concentrations of NO<sub>2</sub> to be under the objective value at the closest properties.

In respect of road traffic emissions, as demonstrated in the Highways Report prepared by Bryan G Hall, the sustainable location of the site and its accessibility to a wide range of sustainable transport modes will result in below average private car trip rates compared to similar developments in edge of settlement locations.



EXTRACTS FROM REVISED ILLUSTRATIVE MASTERPLAN

Taylor Wimpey

Linden HOMES



-  POTENTIAL RESIDENTIAL DEVELOPMENT
-  PUBLIC OPEN SPACE
-  PROPOSED NEW AREAS OF GOOD QUALITY LANDSCAPING
-  SURFACE WATER STORAGE DITCHES
-  POTENTIAL PEDESTRIAN ROUTES
-  KEY NODAL POINTS
-  PRIMARY RESIDENTIAL ROUTES
-  PRIMARY ROUTE INTO COMMERCIAL USE
-  PRIMARY VEHICULAR ROUTES
-  PRIMARY VEHICULAR ROUTES
-  1 POTENTIAL VEHICULAR ACCESS POINTS
-  2 LINK TO EXISTING PARK & RIDE
-  3 R&F - EXISTING RIDGE AND FURROW
-  4 EXISTING FIELD BOUNDARY LINES
-  5 EXISTING TREES RETAINED WITHIN DEVELOPMENT
-  6 EXISTING WATERCOURSE ROUTE
-  7 POTENTIAL BALANCING PONDS
-  8 PROPOSED TREE LINED BOULEVARD
-  9 PUBLIC TRANSPORT CONNECTION ONLY
-  10 PROPOSED NEW WATERCOURSE



Grimston Bar | York

28th January 2014 | Scale: 1:2500@A2 | Drawn by: SL

CONCEPT MASTERPLAN

architectural design  
 town planning  
 landscape architecture

**JRP**  
 John R Paley Associates

1 Red Hill Crescent | T - 01904 882022  
 Paragon Business Village | T - 01904 284202  
 Wakefield, WF1 2DQ | E - info@jrp.co.uk

## 5 CONCLUSIONS / WAY FORWARD

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The current proposed allocation (ST6) of circa 155 dwellings will deliver a modest sustainable and deliverable residential extension to this part of York which is acceptable in all respects.

However, the scale and location of the entire landholding under the control of TW & LH, provides a more significant opportunity to create a truly sustainable urban extension that can make a material and valuable contribution towards meeting the housing and employment needs of the City over the emerging plan period.

Moreover, it is our conclusion that the sustainability of the development and its surroundings will be significantly enhanced by including local commercial facilities and on-site recreational open space within the scheme.

The Illustrative Masterplan indicates a mixed use development made up of:-

- **Residential – Circa 13ha (approx. 450 dwellings @ 35dph)**
- **Commercial Land (South East) – Circa 2 ha**

At this stage, it is envisaged (based on input from a number of prominent commercial agents (including the land owners) and discussions with operators) that this would be made up of :-

- Small Scale Convenience Retailing & Community Uses (Local Centre)
  - Family Pub/Restaurant
  - Hotel
- **Light Industrial Business Park (North West) – Circa 2.5 ha**
  - **Public Open Space – Circa 14ha**

The illustrative proposals set out in this submission are one of a number of options of the how a larger site could be developed, whilst fitting entirely within the Council's environmental and heritage parameters. This includes retaining the key elements of the Ridge & Furrow on the site in perpetuity and maintaining a 'gap' between the edge of the built up area and the A64 ring road which others (though not TW, LH or their professional advisers) consider as one of the elements contributing to the special character and setting of York. Moreover a 'gap' between the edge of the City and Murton would be maintained, again in perpetuity.

It is proposed, for the reasons set out, that a larger allocation and scale of development is fully justified on this site. It will assist with the delivery of the development and growth requirements of the emerging local plan in a wholly sustainable manner.

Previous proposals for the development of the (larger) site by the landowners and potential developers were predominantly employment-based in response to identified needs for this use at the time(s) coupled with the lack of alternative employment sites and the Council's then modest greenfield residential land requirements.

In the past, these landowners have identified a need for development to meet the general industrial/employment requirements of the city rather than for hi-tech/Science City employment. Considerable weight can be attached to the landowners' advice in these matters since the landowners include Directors/Partners/Principals of Stephenson, Briggs Burley and RM English who are Chartered Surveyors and Land and Estate Agents based in York and surrounding towns with wide experience and who act for numerous farmers and landowners and residential, industrial and commercial developers through the country and particularly in and around York and North Yorkshire. More recently they have advised that more appropriate sites have come forward for general industrial needs (e.g. Elvington Airfield where a proven demand already exists), and that hi-tech developments are best located adjacent to the University Campus. However, there has been a consistent demand in York over the last 20 years for small start-up units or second stage incubator/expansion units. The former are provided

at the Bull Testing Centre, Stockton-on-Forest and elsewhere but currently there are no opportunities within York on existing Industrial Estates/Business Parks for new second stage expansion units. It is understood that proposals for employment development at Elvington Airfield and the Northminster Business Park do not make provision for any such small units.

Although the current draft Local Plan housing allocation, or larger, can be fully justified as a stand alone allocation, the landowners and developers have taken careful note of the Council's request that the promoters of all new development sites should demonstrate how traffic generated by the development will be minimised. In our judgement, this will best be achieved by maximising the opportunities for residents to work, shop and seek recreation either on site or, if off site, via sustainable transport means. The former requires a mix of uses within the site and both require a sufficient quantum of residential development to enable on-site provision to be viable and to fund a wide range of sustainable transport Travel Plan initiatives. The commercial/retail/recreational uses proposed are all uses which the (specialist) landowners are confident will be attractive to the market in this location.

Response No:	<input type="text"/>	Date received:	<input type="text"/>
Previous Ref:	SHLAA <input type="text"/>	ELR <input type="text"/>	LDF <input type="text"/>

**FOR OFFICAL USE ONLY**



## Local Plan Preferred Options Site Submission

### Notes to completing the form

- Please complete this form if you would like to suggest proposals for future land use and development. **The submission deadline is 31<sup>st</sup> July 2013.**
- Please complete a **separate form for each site** put forward.
- Please do not submit supplementary documentation unless stated. We will contact you for further detail should we require it.
- Please complete all sections of the form in **BLOCK CAPITALS**.
- You must provide your name and contact details for your site to be considered. This information will be used in accordance with the Data Protection Act.
- Your submission must include an Ordnance Survey map at an appropriate scale showing the exact boundary of the site. Sites will not be considered without a clear plan showing the site boundary.
- Only submit sites you have an interest in and that you believe have genuine potential to be developed over the next 15-20 years.
- In completing this form you are consenting for a representative of the Council to access the site with or without prior notice in order to ascertain the suitability of the site.
- Completion of this form does not imply that the Council supports the arguments for development on the proposed site.

### SECTION 1: YOUR CONTACT DETAILS

Name	JENNIFER HUBBARD	
Organisation (if relevant)		
Representing (if relevant)	TAYLOR WIMPEY UK LTD AND LINDEN HOMES	
Address	ALLONBY HOUSE, YORK ROAD, NORTH DUFFIELD, SELBY NORTH YORKSHIRE	
	Postcode	YO8 5RU
Telephone	01757 288291	
Email	planning@jenniferhubbard.co.uk	

SECTION 2: OWNERSHIP DETAILS <span style="float: right;">(please tick all applicable)</span>			
Your are... <small>(please tick all that apply)</small>	A Private Land Owner		Planning Consultant <input checked="" type="checkbox"/>
	Parish Council		Land Agent <input type="checkbox"/>
	Local Resident		Developer <input type="checkbox"/>
	Amenity/ community group		Registered Social Landlord <input type="checkbox"/>
	Other <i>(please specify)</i>		
Are you (or your client) the current owner of the site?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
If <b>YES</b> , are you...	Sole Owner <input type="checkbox"/>	Part Owner <input type="checkbox"/>	
If you are part owner, please provide details of the other landowners			
If you are not the land owner, please provide the name and address of the landowner(s)	<p>A GROUP OF LANDOWNERS (THE GRIMSTON BAR DEVELOPMENT GROUP) HAVE BEEN ACTING TOGETHER FOR A NUMBER OF YEARS TO PROMOTE THE SITE FOR DEVELOPMENT. THE GROUP HAS PREVIOUSLY SUBMITTED REPRESENTATIONS TO THE COUNCIL TO THIS EFFECT, IN RELATION TO THE EARLIER LOCAL PLAN, LDF PROCESSES AND MOST RECENTLY DURING THE AUTUMN 2012 LOCAL PLAN CALL FOR SITES PROCESS.</p> <p>THE LANDOWNERS HAVE ENTERED INTO CONTRACTUAL ARRANGEMENTS WITH TAYLOR WIMPEY UK LTD &amp; LINDEN HOMES. THE SITE IS BEING PROMOTED FOR RESIDENTIAL &amp; COMMERCIAL DEVELOPMENT IN THE EMERGING LOCAL PLAN.</p>		

SECTION 3: SITE LOCATION		
<b>Please ensure an Ordnance Survey map clearly showing both the detailed site boundary and developable area is submitted alongside this form. Sites submitted without a plan will NOT be considered.</b>		
Name		
Location	LAND TO THE NORTH OF A1079 AT GRIMSTON BAR	
Address		
Grid Reference <i>(if known)</i>	Easting:	Northing:

SECTION 4: SITE DETAILS			
Site Area <i>(in hectares)</i>	Whole site: CIRCA 30Ha	Area suitable for development (ha): CIRCA 30 Ha (including open space)	
Is the site...	Vacant Occupied Partly Occupied	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Current Land Use(s)	AGRICULTURAL		
Historic Land Use(s)	AGRICULTURAL		
Type of Site	Previously developed land Greenfield Mixture	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Are there existing structures on the site? <i>(please specify)</i>	NO		
Would development of the site require...	Relocation of existing structures Demolition/site clearance	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
What are the timescales for the current use...	To cease Be relocated Be demolished?	THERE ARE NO AGRICULTURAL TENANTS SO THE LAND CAN BE MADE AVAILABLE BY THE LANDOWNERS AS SOON AS REQUIRED	
Adjacent Land uses...	To the North To the South To the East To the West	AGRICULTURAL A1079 YORK-HULL ROAD A64 TRUNK ROAD AND TO THE EAST OF THE A64, YORK AUCTION CENTRE AND MURTON INDUSTRIAL ESTATE BEYOND SUBSTATION, RETAIL & EMPLOYMENT DEVELOPMENT	
Relevant Planning History	LOCAL PLAN/LDF SUBMISSIONS TO CYC		

SECTION 5: PROPOSED DEVELOPMENT / LAND USE				
<b>For a MIXED USE SITE, please tick here <input checked="" type="checkbox"/> and complete <u>all relevant sections below.</u></b>				
In the 1 <sup>st</sup>	Development / Land Use	1 <sup>st</sup>	2 <sup>nd</sup>	Details

<p>column tick your preferred use.</p> <p>In the 2<sup>nd</sup> column, please tick other uses you would also consider appropriate.</p> <p>In the details column, please specify the type and mix of uses/ plots/ pitches /floorspace.</p>	Residential:			<p><i>Please specify total number, mix and type.</i></p> <p>THE ACCOMPANYING MASTERPLAN DEMONSTRATES A RESIDENTIAL DEVELOPMENT AREA OF CIRCA 16.33 HA THAT COULD DELIVER BETWEEN 490 AND 572 DWELLINGS BASED ON A 30-35 DPH DENSITY.</p>
	Market housing	✓		
	Affordable housing (inc. rural exception sites)	✓		
	Specialist Residential			
	Student Residential			
	Other (Please specify)			
	Combination of above			
	Gypsies and Travellers			
	Travelling Showpeople			
	Community Facility (please specify)	✓		COULD READILY BE INCORPORATED IN THE RESIDENTIAL LAYOUT
	Leisure/recreation (please specify)	✓		TO MEET MARKET DEMAND (SEE S.8) AND THE NEEDS OF THE NEW RESIDENT POPULATION AND WORKFORCE IN THE EMPLOYMENT DEVELOPMENT
	Development / Land Use	1 <sup>st</sup>	2 <sup>nd</sup>	Details
	Openspace (please specify type)	✓		TO MEET THE NEEDS OF THE NEW RESIDENT POPULATION AND WORKFORCE IN THE EMPLOYMENT DEVELOPMENT
	Retail:			<p><i>Please specify total number of units and floorspace (m<sup>2</sup>)</i></p> <p>SEE S.8</p>
Shops				
Financial and Professional Services	✓			
Food and Drink	✓			
Other (please specify)				

	Employment:			<i>Please specify total number of units and floorspace (m<sup>2</sup>)</i>  <b>SEE S.8</b>
	Offices			
	General Industrial			
	Warehousing			
	Science City			
	Other (please specify)			
	Combination of above (please tick all applicable)	✓		
	Renewable Energy (please specify)			
	Waste Facility (please specify)			
	Mineral Working (please specify whether primary or secondary)			
Other (please specify)				

### SECTION 6: MARKET INTEREST

**Please complete all relevant sections and provide more detail where applicable.**

	Yes	Details
Site is owned by a developer		
Site is under option by a developer	✓	NATIONAL HOUSEBUILDERS TAYLOR WIMPEY UK AND LINDEN HOMES
Enquiries received		
Sites is <u>currently</u> being marketed (please	N/A	
Site has <u>previously</u> been marketed	N/A	
None		
In your opinion, what likely effect will neighbouring	Positive <input checked="" type="checkbox"/>	Negative <input type="checkbox"/> No Effect <input type="checkbox"/>

uses have on the site & marketability? <i>Please state your reasoning</i>	SEE S.8
--	---------

**SECTION 7: SITE AVAILABILITY**

In what timescale do you believe the land will be available for development? <i>(Assuming that it gets planning permission and constraints can be overcome?)</i>	Site is with planning permission <input type="checkbox"/>	Please state planning ref:
	Seeking planning consent <input type="checkbox"/>	
	Prior to 2014 <input type="checkbox"/>	Years 11-15 (2026/27 . 2031/32) <input type="checkbox"/>
	Years 1-5 (2014/15 . 2019/20) <input checked="" type="checkbox"/>	Years 15+ (post 2032) <input type="checkbox"/>
	Years 6-10 (2020/21 . 2025/26) <input type="checkbox"/>	
Please state your reasoning for the above timescale.	THE SITE IS IMMEDIATELY AVAILABLE WITH INTEREST FROM 2 NATIONAL HOUSEBUILDERS WORKING JOINTLY TO DELIVER HOUSING ON THE SITE AS SOON AS POSSIBLE.  THE SITE IS ATTRACTIVE TO THE COMMERCIAL MARKET FOR THE USES PROPOSED.  THERE ARE NO OWNERSHIP CONSTRAINTS  THE TECHNICAL INVESTIGATIONS CARRIED OUT TO SUPPORT SUBMISSIONS BY THE LANDOWNERS DURING EARLIER DEVELOPMENT PLAN PROCESSES AND AS RECENTLY UPDATED HAVE NOT IDENTIFIED ANY ENVIRONMENTAL OR TECHNICAL CONSTRAINTS WHICH WOULD COMPROMISE THE VIABILITY OR THE EARLY DELIVERY OF THE DEVELOPMENT. AT THIS STAGE IT HAS NOT BEEN CONSIDERED NECESSARY TO UPDATE THE PRELIMINARY FLOODING AND DRAINAGE STUDY OR PRELIMINARY ECOLOGICAL ASSESSMENT PREVIOUSLY SUBMITTED BUT THESE APPRAISALS WILL BE REFINED AND UPDATED TO SUPPORT A PLANNING APPLICATION.  THE ABOVE IS DISCUSSED FURTHER IN SECTION 8.	
When do you estimate being in a position to submit a planning application for planning permission <i>(if applicable)</i> ?	WINTER 2013/SPRING 2014	
When do you hope to be in a	Start date:	AUTUMN 2014

position to start building should permission be granted?	
Once work has commenced, how many years will it take to complete?	Number of years: <input style="width: 150px; height: 20px;" type="text" value="8"/>
If applicable, please provide details of phasing and annual completion rates.	BETWEEN TAYLOR WIMPEY & LINDEN HOMES THE SITE WILL DELIVER IN THE ORDER OF AT LEAST 70 DWELLINGS PER YEAR ON THIS SITE.
Are there any financial implications that you are aware of that would influence whether the site would be available for development? <i>(Please specify)</i>	NO . SEE ABOVE AND S.8

**SECTION 8: SITE CONSTRAINTS**

**Please indicate the location on an Ordnance Survey map where applicable.**

**Environmental**

Are there any trees and/or mature hedges on site or on the boundary?	<p>YES . SEE ILLUSTRATIVE MASTERPLAN &amp; LANDSCAPE FRAMEWORK PLAN.</p> <p>A PRELIMINARY SURVEY HAS INDICATED THAT SOME OF THE TREES ARE NEARING THE END OF THEIR LIFE AND/OR ARE DISEASED AND/OR REQUIRE ATTENTION.</p> <p>PRIOR TO THE SUBMISSION OF A PLANNING APPLICATION, A DETAILED TREE SURVEY WILL BE CARRIED OUT. ANY TREES OF LANDSCAPE OR AMENITY IMPORTANCE WHICH ARE HEALTHY (OR COULD BE MANAGED TO EXTEND THEIR USEFUL LIFE) WILL BE INCORPORATED WITHIN THE SITE LAYOUT. THE CAPACITY OF THE SITE TO RETAIN EXISTING TREES &amp; HEDGES IS ILLUSTRATED ON THE ACCOMPANYING CONCEPT MASTERPLAN</p>
Are there any Tree Protection Orders on site?	NO
Are there any environmental/wildlife designations on the site? <i>E.g. Nature conservation</i>	NO

<i>sites, specific habitats etc</i>	
Are there any heritage designations? <i>E.g. Conservation Areas, Listed Buildings</i>	THERE ARE NO FORMAL HERITAGE DESIGNATIONS ON THE SITE  A SMALL PART OF THE SITE CONTAINS REMNANTS OF UNDESIGNATED RIDGE AND FURROW: SEE ATTACHED NOTE PREPARED BY URS AND S.8.
Is the site in agricultural use, and if so, what grade of land is it? <i>(please specify)</i>	YES. BELIEVED TO BE GRADE 3
Are there any contamination issues? <i>(please specify)</i>	NO
Is the site within a flood risk zone? <i>(Please specify)</i>	A SMALL PART IS WITHIN FLOOD ZONE 2 WITH THE REST ENTIRELY IN FLOOD ZONE 1: SEE PRELIMINARY FLOODING & DRAINAGE REPORT
Are there pylons or overhead cables on the site? <i>(Please specify)</i>	YES . SEE ILLUSTRATIVE LAYOUT AND S.8
Is the site designated openspace? <i>(please specify type and if whole or part of site)</i>	NO

**Accessibility**

Is there direct access from...		Yes	No	
	An Adopted Road	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Unadopted Road Private Road	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	
If YES, is it a classified road? What is the road name? <i>(e.g. A64, Tadcaster Road)</i>	A1079 HULL ROAD AND MURTON WAY			
Are there any other existing access routes to the site?		Yes	No	Unsure
	Pedestrian footways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cycle paths Bus route	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
	Other <i>(please specify)</i>	MURTON WAY IS PART OF THE NATIONAL LONG DISTANCE CYCLE NETWORK		

		SEE ACCOMPANYING TRANSPORT ISSUES REPORT FOR MORE INFORMATION		
Do public rights of way cross the site?	NO			
How do you propose to access the proposed development? <i>(please specify details for all methods of access)</i>	FROM A1079 AND MURTON WAY.SEE SEPARATE REPORT ON TRANSPORT ISSUES.			
Are there any land ownership issues or other constraints associated with potential access?	NO			
<b>Infrastructure</b>				
Utilities available on site <i>(please tick all that apply)</i>		Yes	No	Unsure
	Mains Water Supply	✓		
	Mains Sewerage	✓		
	Electrical Supply	✓		
	Gas Supply			✓
	Landline/broadband	✓		
	Other (please specify			
Have discussions already taken place with utility companies in relation to the site?	Yes <input checked="" type="checkbox"/>	If Yes, please provide copies of any correspondence		No <input type="checkbox"/>
Are there any specific infrastructure requirements for the proposed use?	SURFACE WATER BALANCING/ATTENUATION ON SITE WITH DISCHARGE AT GREENFIELD RATES.  OFF-SITE FOUL SEWER (TO BE REQUISITIONED).			
<b>Other Constraints</b> <i>(please give details below)</i>				
<b>SECTION 8: OTHER RELEVANT INFORMATION</b>				
THESE REPRESENTATIONS SUPPORT THE PREFERRED OPTIONS STRATEGIC				

HOUSING ALLOCATION SITE ST6 FOR THE DELIVERY OF CIRCA 155 DWELLINGS OVER THE EMERGING PLAN PERIOD. THE SITE IS AVAILABLE, SUSTAINABLE AND DELIVERABLE AND WILL ALLOW FOR THE DELIVERY OF HIGH QUALITY MARKET & AFFORDABLE HOUSING.

HOWEVER, IT IS CONSIDERED THAT THE WIDER SITE PROVIDES AN OPPORTUNITY TO EXTEND THE RESIDENTIAL ALLOCATION AND INCORPORATE COMMERCIAL USES TO CREATE A MIXED USE SUSTAINABLE URBAN EXTENSION TO ASSIST IN ACHIEVING THE VISION OF THE LOCAL PLAN AND TO MEETING THE ASSESSED HOUSING AND EMPLOYMENT NEEDS OF THE CITY FOR THE PLAN PERIOD AND BEYOND.

THE FOLLOWING DOCUMENTS ARE ATTACHED IN SUPPORT OF THE REPRESENTATIONS:

- INTERIM SUBMISSIONS AND PLAN SUBMITTED ON 31<sup>ST</sup> JULY DURING THE PREFERRED OPTIONS CONSULTATION PERIOD
- GENERAL REPRESENTATIONS CONCERNING HOUSING PROVISION, DISTRIBUTION AND DELIVERY, ALSO SUBMITTED ON 31<sup>ST</sup> JULY AND WHICH ARE TO BE READ AS PART OF THE CURRENT SUBMISSIONS.
- REPORT ON TRANSPORT ISSUES (BRYAN G HALL . TRANSPORT CONSULTANTS)
- RIDGE AND FURROW HERITAGE STATEMENT (URS)
- LANDSCAPE AND GREENBELT STATEMENT (TPM LANDSCAPE LTD)
- ILLUSTRATIVE MASTERPLAN (JRP PALEY ASSOCIATES)
- LANDSCAPE FRAMEWORK PLAN (TPM LANDSCAPE)
- LOCAL SERVICES PLAN (JR PALEY ASSOCIATES)
- PRELIMINARY FLOODING & DRAINAGE STUDY (JBA - SUBMITTED WITH EARLIER REPRESENTATIONS)
- PRELIMINARY ECOLOGICAL ASSESSMENT (URS - ALSO SUBMITTED PREVIOUSLY)

IN PREPARING THESE REPRESENTATIONS, WE HAVE ALSO HAD REGARD TO THE LOCAL PLAN SUSTAINABILITY APPRAISAL, APPENDIX 2: STRATEGIC SITES PREFERRED OPTIONS APPRAISAL, TOGETHER WITH THE COUNCIL'S CURRENT ESTIMATES OF THE AMOUNT OF HOUSING AND EMPLOYMENT LAND REQUIRED OVER THE EMERGING PLAN PERIOD.

WE ARE AWARE OF REPRESENTATIONS BY OTHERS THAT THE CURRENTLY IDENTIFIED HOUSING REQUIREMENT (1090 DWELLINGS PER ANNUM) IS TOO

LOW AND (AS DESCRIBED IN THE GENERAL HOUSING PROVISION, DISTRIBUTION AND DELIVERY SUBMISSIONS) THAT THE COUNCIL'S ASSUMED DELIVERY RATES ON A NUMBER OF SITES ARE OVERLY OPTIMISTIC, THE RESULT OF WHICH IS THAT A GREATER NUMBER OF SITES WILL NEED TO BE BROUGHT FORWARD TO MEET THE HOUSING NEEDS OF THE CITY.

THE SITE AT GRIMSTON BAR PROVIDES SCOPE FOR A LARGER HOUSING ALLOCATION TO MAKE A SIGNIFICANT CONTRIBUTION TO MEETING THE HOUSING NEEDS AS WELL AS COMMERCIAL DEVELOPMENT REQUIREMENTS.

BASED ON THE ABOVE ASSESSMENTS AND THE COUNCIL'S APPRAISAL OF THE CURRENTLY ALLOCATED SITE ST6, IT CAN BE DEMONSTRATED THAT THE PROPOSED EXTENDED SITE, DEVELOPED IN THE MANNER PROPOSED, MEETS AND IMPROVES UPON THE SUSTAINABILITY OBJECTIVES AND ALL THE KEY POSITIVES SET OUT IN THE SUSTAINABILITY APPRAISAL.

IN PARTICULAR, THE MIXED USE DEVELOPMENT OF THE SITE AS PROPOSED TO BE EXTENDED WOULD HAVE A HIGH DEGREE OF INTERNAL SUSTAINABILITY BY MINIMISING THE NEED FOR RESIDENTS TO MOVE OFF-SITE FOR WORK OR LEISURE PURPOSES. IN ADDITION, THE LOCATION IS INHERENTLY SUSTAINABLE WITH THE GRIMSTON BAR PARK AND RIDE SITE AND A1079 BUS ROUTE LYING IMMEDIATELY TO THE SOUTH AND A LONG DISTANCE CYCLEWAY RUNNING ALONG MURTON WAY TO THE NORTH.

THE DEVELOPMENT OF THE EXTENDED SITE WOULD SUPPORT THE WIDE RANGE OF SERVICES THAT ARE AVAILABLE IN CLOSE PROXIMITY TO THE SITE. THE DEVELOPMENT OF THE EXTENDED SITE FOR A MIX OF USES WOULD ALSO ENHANCE THE SUSTAINABILITY CREDENTIALS OF THE CURRENTLY ALLOCATED SITE. ALTHOUGH THE SUSTAINABILITY OF THE LOCATION CANNOT BE FAULTED, IT IS UNLIKELY THAT THE CURRENT ALLOCATION IS LARGE ENOUGH TO SUSTAIN ANY ON-SITE SHOPPING OR SOCIAL SERVICES/FACILITIES OR TO BE LARGE ENOUGH TO ENCOURAGE BUS PENETRATION.

THE SCALE AND CAPACITY OF THE WIDER SITE WILL ENABLE THE RIGHT AMOUNT OF THE RIGHT TYPE OF RECREATIONAL AND AMENITY SPACE TO BE PROVIDED WHERE IT CAN TAKE ADVANTAGE OF THE PHYSICAL CHARACTERISTICS OF THE SITE (LAND FORM, WATER COURSE, TREES AND HEDGES ETC.) TO PRODUCE A DEVELOPMENT WHICH MEETS THE ASPIRATIONS OF THE COUNCIL FOR HIGH QUALITY DEVELOPMENT AND AS IS NOW EXPECTED BY THE NATIONAL PLANNING POLICY FRAMEWORK.

A NUMBER OF KEY CHALLENGES ARE IDENTIFIED IN THE SA APPLYING TO THE ALLOCATED SITE. IN OUR SUBMISSION, THE DEVELOPMENT OF THE EXTENDED SITE AS PROPOSED WOULD TURN MANY OF THESE CHALLENGES INTO KEY POSITIVES. AS FOLLOWS:

THE SITE IS GREENFIELD

THIS IS TRUE OF BOTH THE ALLOCATED AND THE EXTENDED SITE.

HOWEVER, GIVEN THE ACKNOWLEDGED NEED TO RELEASE GREENFIELD SITES FOR DEVELOPMENT IN THE LOCAL PLAN, WE CONSIDER THIS TO BE A NEUTRAL RATHER THAN A NEGATIVE FACTOR

LOSS OF HIGH QUALITY AGRICULTURAL LAND

WE DO NOT KNOW THE BASIS OF THE COUNCIL'S ASSESSMENT FOR THIS AND OTHER SITES. IF THE ASSESSMENT IS BASED ON THE MINISTRY OF AGRICULTURE FISHERIES AND FOOD AGRICULTURAL LAND CLASSIFICATION MAP, IT NEEDS TO BE RECOGNISED THAT THESE WERE WITHDRAWN SOME YEARS AGO AND, EVEN WHEN THEY WERE IN USE, IT WAS MADE CLEAR BY MAFF THAT THEY SHOULD BE USED ONLY FOR STRATEGIC PURPOSES AND NOT APPLIED TO SITES LESS THAN 80HA (200 ACRES) IN AREA.

THE ALLOCATED AND EXTENDED SITES ARE IN USE FOR CHRISTMAS TREE CULTIVATION AND GRAZING LAND AND ARE CONSIDERED BY THOSE TO FARM THEM AS BEING OF . AT BEST . MODERATE AGRICULTURAL QUALITY. A DETAILED SOIL SURVEY HAS BEEN COMMISSIONED AND THE RESULTS WILL BE FORWARDED TO THE COUNCIL IN DUE COURSE.

THE ALLOCATED SITE WOULD BE ISOLATED, BORDERED BY INDUSTRIAL USES AND ROADS AND NOT EASILY LINKED TO EXISTING NEIGHBOURHOODS

THE EXTENDED SITE IN MIXED USE WILL (A) PROVIDE SOME OF THE ADDITIONAL FACILITIES REQUIRED TO SUPPORT THE RESIDENTIAL DEVELOPMENT AND (B) WILL BE BIG ENOUGH TO ENABLE A NEW COMMUNITY/NEIGHBOURHOOD TO DEVELOP.

POTENTIAL COSTS OF ENSURING SAFE CROSSING OF THE LOCAL ROAD NETWORK TO ACCESS FACILITIES AND THE PARK AND RIDE

ACCESS TO THE NATIONAL CYCLEWAY RUNNING ALONG MURTON WAY AND THE INCLUSION OF SOCIAL AND RECREATIONAL FACILITIES AND POTENTIAL JOBS WITHIN THE EXTENDED SITE WILL REDUCE THE NEED FOR RESIDENTS TO ACCESS FACILITIES ELSEWHERE. AT THE SAME TIME, THE GREATER QUANTUM OF DEVELOPMENT ENVISAGED WILL PROVIDE ADDITIONAL FUNDING TO SUPPORT ANY NEW ACCESS INFRASTRUCTURE WHICH MAY BE REQUIRED.

ENSURING TRANSPORT NETWORK CONNECTIVITY TO PROMOTE ALTERNATIVE TRAVEL TO THE CAR

THE SAME POINTS APPLY AS NOTED IN THE PRECEDING PARAGRAPH. IN PARTICULAR, THE LARGER SITE/MORE EXTENSIVE DEVELOPMENT MAY ENCOURAGE BUS PENETRATION AND/OR THE EXTENSION OF THE CITY CAR CLUB FACILITIES INTO THE SITE.

CURRENTLY UNDER CONSIDERATION IS THE ROUTING OF 2 ELECTRIC BUSES WHICH ARE TO BE PROVIDED TO SERVE THE DERWENTHORPE DEVELOPMENT. ONE POTENTIAL ROUTE INVOLVES A LOOP FROM THE CITY CENTRE TO DERWENTHORPE AND THE GRIMSTON BAR PARK AND RIDE SITE. IN DUE COURSE AS THE CITY-WIDE FLEET OF ELECTRIC BUSES INCREASES, IT MAY BE POSSIBLE TO INCLUDE THE GRIMSTON BAR LAND WITHIN SUCH A LOOP.

THE SITE HAS A DISUSED BUS STOP/LAY BY AT ITS FRONTAGE ON HULL ROAD WHICH COULD READILY BE BROUGHT BACK INTO USE.

#### INCREASED TRAFFIC CONGESTION

THIS IS DEALT WITH IN THE SUBMITTED REPORT ON TRANSPORT ISSUES. IT IS CLEAR THAT THERE IS MORE THAN SUFFICIENT CAPACITY WITHIN THE NETWORK TO ACCOMMODATE THE COMMERCIAL AND RESIDENTIAL PROPOSALS (UP TO 570 DWELLINGS)

#### INCREASED WATER USE AND WASTE GENERATION

THIS IS NOT SPECIFIC TO EITHER THE ALLOCATED OR EXTENDED SITE (OR ANY OTHER POTENTIAL DEVELOPMENT SITE).

#### POTENTIAL HARM TO AIR QUALITY ALONG HULL ROAD

THIS CAN ONLY APPLY TO HULL ROAD AS IT APPROACHES THE CITY CENTRE OR POTENTIALLY (AND THIS IS NOT THOUGHT LIKELY) IN THE VICINITY OF THE GRIMSTON BAR INTERCHANGE AT PEAK TIMES WHEN TRAFFIC TENDS TO MOVE SLOWLY. THE REPORT ON TRAFFIC ISSUES DEMONSTRATES THAT WITH APPROPRIATE SIGNALLING AT THE A1079 SITE ENTRANCE(S), THE DEVELOPMENT WOULD NOT INCREASE CONGESTION APPROACHING THE GRIMSTON BAR ROUNDABOUT. THE SECONDARY ACCESS(S), TO MURTON WAY WOULD PROVIDE FOR A WIDER DISTRIBUTION OF TRAFFIC ACROSS THE HIGHWAY NETWORK AND THE INCREASED SCALE OF THE DEVELOPMENT WOULD, AS INDICATED ABOVE, ENCOURAGE BUS PENETRATION AND/OR THE EXTENSION OF THE CAR CLUB INTO THE SITE. ALSO, THE LARGER THE RESIDENTIAL DEVELOPMENT, THE GREATER ARE THE OPPORTUNITIES FOR CAR SHARING WHICH WOULD BE FACILITATED THROUGH THE MECHANISM OF A TRAVEL PLAN.

#### THE NEED FOR A STRONG ELEMENT OF GREEN INFRASTRUCTURE TO ASSIST IN THE CREATION OF A NEW STRAY

SEE SEPARATE COMMENTS BELOW.

#### PRESERVATION OF STRATEGIC VIEWS PARTICULARLY TOWARDS THE MINSTER

IT IS ACCEPTED THAT KEY VIEWS, PARTICULARLY OF THE MINSTER, NEED TO BE PROTECTED. THIS CAN BE ACHIEVED AS THE SITE LAYOUT IS REFINED AND MORE DETAILED CONSIDERATION IS GIVEN TO THE PRECISE LOCATION AND SHAPE OF AREAS OF OPEN SPACE AND BUILDING HEIGHTS. IT IS ENTIRELY POSSIBLE THAT VIEWS OF THE MINSTER CAN BE FRAMED AND EMPHASISED BY THE CAREFUL ALIGNMENT OF KEY ROUTES THROUGH THE DEVELOPMENT AND SPACES BETWEEN BUILDINGS THUS GIVING SUCH VIEWS INCREASED PROMINENCE.

### OTHER MATTERS

THERE ARE 3 FURTHER MATTERS WHICH REQUIRE COMMENT.

#### **1. THE EMPLOYMENT, RETAIL AND LEISURE COMPONENTS OF THE DEVELOPMENT**

THE DEVELOPMENT OF THE EXTENDED SITE FOR EMPLOYMENT PURPOSES HAS BEEN SUPPORTED BY PLANNING OFFICERS DURING EARLIER LOCAL PLAN/LDF PREPARATION EXERCISES PARTLY IN RESPONSE TO THE NEED FOR ADDITIONAL EMPLOYMENT LAND AND PARTLY DUE TO THE PROXIMITY OF THE SITE TO THE UNIVERSITY AND THE A64 TRUNK ROAD. SINCE THEN, HOWEVER, THE DEVELOPMENT OF SINGLE-USE SITES HAS BEEN OVERTAKEN BY THE NPPF IMPERATIVE THAT DEVELOPMENTS SHOULD BE SUSTAINABLE AND INCLUSIVE AND WHERE POSSIBLE SHOULD INCLUDE A MIX OF USES TO REDUCE JOURNEYS PARTICULARLY BY PRIVATE CAR.

THE AREAS IDENTIFIED FOR LIGHT INDUSTRIAL DEVELOPMENT AND FOR HOTEL/LEISURE/RETAIL/OFFICE USE ON THE CONCEPT MASTERPLAN REFLECT THE RANGE OF USES FOR WHICH THERE IS CURRENTLY MARKET DEMAND. THE USES APPROPRIATE TO THE AREA, THE QUANTUM OF SPACE REQUIRED AND THE OPTIMUM LOCATIONS FOR THEM WITHIN THE SITE IS BASED ON THE COMBINED ADVICE OF 3 LOCAL COMMERCIAL AGENTS WHO ARE PART-OWNERS OF THE EXTENDED SITE AND ADVICE FROM A FOURTH COMMERCIAL AGENT SOUGHT INDEPENDENTLY BY TAYLOR WIMPEY AND LINDEN HOMES.

#### **2. GREEN BELT CONSIDERATIONS**

THE SUBMITTED LANDSCAPE APPRAISAL CONCLUDES THAT THE EXTENDED SITE DOES NOT EXHIBIT IMPORTANT CHARACTERISTICS OF THE 5 PURPOSES OF GREEN BELT TO ANY SIGNIFICANT DEGREE OR ANY OF THE KEY CHARACTERISTICS IDENTIFIED IN RELATED COUNCIL BACKGROUND DOCUMENTS. WE NEED TO MAKE IT CLEAR, HOWEVER, THAT AS REQUIRED BY THE FRAMEWORK AND RSS GREEN BELT POLICY, THE INNER BOUNDARY OF THE YORK GREEN BELT CANNOT BE DETERMINED UNTIL SUFFICIENT DELIVERABLE LAND HAS BEEN IDENTIFIED TO MEET THE DEVELOPMENT NEEDS OF THE CITY WITHIN THE PLAN PERIOD AND BEYOND AND THAT, FURTHER, LAND IDENTIFIED

FOR DEVELOPMENT SHOULD BE IN SUSTAINABLE LOCATIONS AND CONTRIBUTE TO SUSTAINABLE PATTERNS OF DEVELOPMENT.

GREEN BELT IS A SPATIAL DISTRIBUTION, NOT AN ENVIRONMENTAL, POLICY AND ONCE THE DETAILED BOUNDARIES ARE PROPERLY DEFINED, THE RESULTANT GREEN BELT WILL PROTECT THE CHARACTER AND SETTING OF THE CITY IN THE LONG TERM. WE OBJECT STRONGLY TO ANY IMPLICATION THAT THE EXTENDED SITE IS CURRENTLY WITHIN THE GREEN BELT AND TO THE CURRENT LOCAL PLAN APPROACH WHICH APPEARS TO PROCEED FROM A BASELINE OF WHETHER IT SHOULD BE EXCLUDED.

IN DETAIL, THERE ARE ALREADY STRONG VISUAL LINKS BETWEEN BUILT DEVELOPMENT AND THE PYLON SITE TO THE WEST OF THE SUBJECT SITE AND BUILT DEVELOPMENT - THE AUCTION CENTRE AND MURTON INDUSTRIAL ESTATE - TO THE EAST OF THE A64 ROAD. THE A64, THOUGH A STRONG PHYSICAL BARRIER, IS ITSELF AN URBAN INTRUSION INTO THE LANDSCAPE. ON THE SOUTH SIDE OF THE A1079 ROAD LAND IS CURRENTLY ALLOCATED FOR DEVELOPMENT OPPOSITE THE B&Q SUPERSTORE WHICH, WHEN DEVELOPED, WILL PROVIDE A PHYSICAL LINK BETWEEN EXISTING DEVELOPMENT AT BADGER HILL AND THE UNIVERSITY SPORTS HALL AND GRIMSTON BAR PARK AND RIDE SITE. THE SIGNIFICANT UNIVERSITY DEVELOPMENT TO THE WEST OF THE PARK AND RIDE SITE, WHICH SPILLS DOWN THE HILLSIDE TOWARDS THE A64 ROAD HAS INTRODUCED A FURTHER MAJOR URBAN ELEMENT INTO THE LANDSCAPE IN THE VICINITY OF GRIMSTON BAR WHICH HAS FUNDAMENTALLY CHANGED THE CHARACTER OF THE LANDSCAPE AND SETTING OF THE CITY IN THIS LOCALITY. WITHIN THIS CONTEXT, THE EXTENSION OF BUILT DEVELOPMENT ACROSS THE SUBJECT SITE IS ENTIRELY APPROPRIATE AND CONSISTENT WITH THE GRAIN OF DEVELOPMENT IN THE IMMEDIATE AREA AND THE PATTERN OF GROWTH OF YORK.

### **3. THE CURRENT NON-ALLOCATION OF THE EXTENDED SITE**

THERE IS NOTHING IN ANY (PUBLISHED) DOCUMENT TO INDICATE THE REASONING BEHIND THE BOUNDARIES OF THE ALLOCATED OR THE REASONS WHY THE ALLOCATION OF THE EXTENDED SITE, AS PREVIOUSLY PROPOSED BY THE LANDOWNERS, HAS BEEN REJECTED. IT IS BELIEVED (ALTHOUGH THIS MAY NOT BE CORRECT) THAT THE REASONS MAY RELATE TO THE NEED TO AVOID THE COALESCENCE OF MURTON WITH THE YORK URBAN AREA AND/OR THE INCIDENCE OF RIDGE AND FURROW WITHIN THE SITE.

THE NOTE ON RIDGE AND FURROW (ATTACHED) CONFIRMS THAT THIS EXISTS ONLY IN THE NORTHERN PART OF THE SITE AND IS OF MODERATE QUALITY AND ON THIS BASIS WE DISPUTE THE NEED FOR IT TO BE RETAINED. NEVERTHELESS, AS SHOWN ON THE CONCEPT MASTERPLAN, MOST OF THIS FEATURE CAN BE RETAINED WITHIN THE OVERALL DEVELOPMENT AND USED FOR INFORMAL OPEN SPACE

PURPOSES.

THE %COALESCENCE+ PURPOSE OF GREEN BELT RELATES . AND ALWAYS HAS DONE . TO THE COALESCENCE OF TOWNS (OR LARGE BUILT UP AREAS) NOT TO PREVENT (AS IN THIS CASE) A SMALL PERIPHERAL SETTLEMENT JOINING UP WITH OR BEING ABSORBED BY AN ADJACENT TOWN. INsofar AS MAINTAINING THE SEPARATION OF MURTON AND YORK IS NECESSARY OR DESIRABLE, THIS IS ENSURED IN ANY EVENT BY THE INTERVENING FEATURE OF THE EMBANKED A64 TRUNK ROAD AND COULD BE FURTHER REINFORCED IF NECESSARY BY OTHER LANDSCAPE/STRATEGIC GAP DEVELOPMENT MANAGEMENT POLICIES.

AS IT HAPPENS, HOWEVER, GIVEN THE LOCATION OF THE RIDGE AND FURROW WITHIN THE EXTENDED SITE, RETAINING THIS AREA AS OPEN SPACE WITHIN THE DEVELOPMENT WILL PROVIDE A PERMANENT BUFFER BETWEEN THE NEW EASTERN EDGE OF YORK IN THIS LOCATION AND MURTON VILLAGE.

**CONCLUSION**

THE ALLOCATION OF PART OF THE SITE FOR CIRCA 155 DWELLINGS UNDER POLICY ST6 IS WELCOMED AND SUPPORTED AS A SUSTAINABLE AND DELIVERABLE HOUSING SITE.

HOWEVER, AS THE INDUSTRY HAS MADE IT CLEAR, THE LOCAL PLAN IN ITS CURRENT PROPOSED FORM IS NOT DELIVERABLE AND THERE IS A NEED FOR ADDITIONAL HOUSING SITES. MOREOVER THE FUNDAMENTAL APPROACH OF A ~~NEW SETTLEMENT~~ BEFORE OPPORTUNITIES FOR SUSTAINABLE URBAN EXTENSIONS ON DELIVERABLE SITES HAVE BEEN EXHAUSTED IS SIGNIFICANTLY QUESTIONABLE AND RUNS COUNTER TO THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT.

THERE IS A CLEAR NEED FOR A GREATER AMOUNT OF DELIVERABLE LAND TO BE ALLOCATED TO ENSURE THAT THE DEVELOPMENT NEEDS ARE MET. THE WIDER LAND HOLDING AT GRIMSTON BAR, AS PUT FORWARD HERE, IS UNCONSTRAINED, AVAILABLE AND DELIVERABLE. IT PROVIDES FOR A MIXED USE DEVELOPMENT THAT WILL DELIVER SIGNIFICANT SOCIAL AND ECONOMIC BENEFITS THROUGHOUT ITS CONSTRUCTION AND OPERATION IN A WHOLLY SUSTAINABLE MANNER.

FINALLY, WE WOULD WELCOME A DIALOGUE WITH COUNCIL OFFICERS AT THE EARLIEST OPPORTUNITY TO ENABLE THE CONCEPT MASTERPLAN TO BE REFINED WITH A VIEW TO PREPARING A PLANNING APPLICATION FOR THE DEVELOPMENT OF THE SITE AS SOON AS POSSIBLE

**Declaration:**

I understand that the personal and other data I provide will be used to inform the council's emerging planning policy framework for its duration and may also be used to help ensure the accuracy and completeness of information held for other council purposes.

I understand that the details submitted may be made available to the public in line with The Local Government Access to Information Act and Freedom of Information Act.

I want to be consulted on York's Local Plan in the future (*please tick if yes*)

Signature

[Redacted Signature]

Date 14<sup>TH</sup> AUGUST 2013

**Please return your completed form and map(s) by 31/07/2013 to:**

Local Plan  
City Of York Council  
FREEPOST (Y0239)  
York  
Y01 7ZZ

Email: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

Contact the Integrated Strategy Team for more information on:  
01904 552255  
[www.york.gov.uk/localplan](http://www.york.gov.uk/localplan)

# City of York Local Plan Publication Draft 2018 Consultation response form 21 February – 4 April 2018

**OFFICE USE ONLY:**

ID reference:

This form has three parts: **Part A** Personal Details, **Part B** Your Representation and **Part C** How we will use your Personal Information

To help present your comments in the best way for the inspector to consider them, the Planning Inspectorate has produced this standard comment form for you to complete and return. We ask that you use this form because it structures your response in the way in which the inspector will consider comments at the Public Examination. Using the form to submit your comments also means that you can register your interest in speaking at the Examination.

**Please read the guidance notes and Part C carefully before completing the form. Please ensure you sign the form on page 6.**

Please fill in a separate part B for each issue/representation you wish to make. Any additional sheets must be clearly referenced. If hand writing, please write clearly in blue or black ink.

## Part A - Personal Details

Please complete in full; in order for the Inspector to consider your representations you must provide your name and postal address).

1. Personal Details		2. Agent's Details (if applicable)
Title		Ms
First Name		Jennifer
Last Name		Hubbard
Organisation (where relevant)	Joseph Rowntree Housing Trust	Jennifer Hubbard BA (Hons)Town & Country Planning: Planning Consultant
Representing (if applicable)		
Address – line 1	The Homestead	Allonby House
Address – line 2	40 Water End	York Road
Address – line 3	York	North Duffield
Address – line 4		Selby
Address – line 5		
Postcode	Y030 6WP	Y08 5RU
E-mail Address		planning@jenniferhubbard.co.uk
Telephone Number		01757 288291

Representations must be received by Wednesday 4 April 2018, up until midnight.  
Representations received after this time will not be considered duly made.

# Guidance note

## Where do I send my completed form?

Please return the completed form **by Wednesday 4 April 2018, up until midnight**

- To: FREEPOST RTEG-TYYU-KLTZ Local Plan, City of York Council, West Offices, Station Rise, York, YO1 6GA
- By email to: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

Electronic copies of this form are available to download at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or you can complete the form online at [www.york.gov.uk/consultations](http://www.york.gov.uk/consultations)

## What can I make comments on?

You can make representations on any part of the publication draft of the Local Plan, Policies Map or Sustainability Appraisal. Comments may also refer to the justification and evidence in the supporting technical papers. The purpose of this consultation is for you to say whether you think the plan is legally compliant and 'sound'. These terms are explained as you go through the response form.

## Do I have to use the response form?

Yes please. This is because further changes to the plan will be a matter for a Planning Inspector to consider and providing responses in a consistent format is important. For this reason, all responses should use this consultation response form. Please be as succinct as possible and **use one response form for each representation you wish to make** (topic or issue you wish to comment on). You can attach additional evidence to support your case, but please ensure that it is clearly referenced. It will be a matter for the Inspector to invite additional evidence in advance of, or during the Public Examination.

Additional response forms can be collected from the main council offices and the city's libraries, or you can download it from the council's website at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or use our online consultation form via <http://www.york.gov.uk/consultations>. However you choose to respond, in order for the inspector to consider your comments you must provide your name and address with your response.

## Can I submit representations on behalf of a group or neighbourhood?

Yes, you can. Where there are groups who share a common view on how they wish to see the plan modified, it would be very helpful for that group to send a single representation that represents that view, rather than for a large number of individuals to send in separate representations that repeat the same points. In such cases the group should indicate how many people it is representing; a list of their names and addresses, and how the representation has been agreed e.g. via a parish council/action group meeting; signing a petition etc. The representations should still be submitted on this standard form with the information attached. Please indicate in Part A of this form the group you are representing.

## Do I need to attend the Public Examination?

You can indicate whether at this stage you consider there is a need to present your representation at a hearing session during the Public Examination. You should note that Inspectors do not give any more weight to issues presented in person than written evidence. The Inspector will use his/her own discretion in regard to who participates at the Public Examination. All examination hearings will be open to the public.

## Where can I view the Local Plan Publication Consultation documents?

You can view the Local Plan Publication draft Consultation documents

- Online via our website [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan).
- City of York Council West Offices
- In all libraries in York.

# Part B - Your Representation

(Please use a separate Part B form for **each** issue to you want to raise)



## 3. To which document does your response relate? (Please tick one)

City of York Local Plan Publication Draft

Policies Map

Sustainability Appraisal/Strategic Environmental Assessment

## What does 'legally compliant' mean?

Legally compliant means asking whether or not the plan has been prepared in line with: statutory regulations; the duty to cooperate; and legal procedural requirements such as the Sustainability Appraisal (SA). Details of how the plan has been prepared are set out in the published Consultation Statements and the Duty to Cooperate Statement, which can be found at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan)

## 4. (1) Do you consider the document is Legally compliant?

Yes

No

## 4.(2) Do you consider that the document complies with the Duty to Cooperate?

Yes

No

## 4.(3) Please justify your answer to question 4.(1) and 4.(2)

## What does 'Sound' mean?

Soundness may be considered in this context within its ordinary meaning of 'fit for purpose' and 'showing good judgement'. The Inspector will use the Public Examination process to explore and investigate the plan against the National Planning Policy Framework's four 'tests of soundness' listed below. The scope of the Public Examination will be set by the key issues raised by responses received and other matters the Inspector considers to be relevant.

## What makes a Local Plan "sound"?

**Positively prepared** - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

**Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.

**Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities

**Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework

**5.(1) Do you consider the document is Sound?**

Yes  No

If yes, go to question 5.(4). If no, go to question 5.(2).

**5.(2) Please tell us which tests of soundness the document fails to meet:** (tick all that apply)

<b>Positively prepared</b>	<input checked="" type="checkbox"/>	<b>Justified</b>	<input checked="" type="checkbox"/>
<b>Effective</b>	<input checked="" type="checkbox"/>	<b>Consistent with national policy</b>	<input checked="" type="checkbox"/>

**5.(3) If you are making comments on whether the document is unsound, to which part of the document do they relate?**

(Complete any that apply)

Paragraph no.

Policy Ref.

Site Ref.

H46

**5.(4) Please give reasons for your answers to questions 5.(1) and 5.(2)**

You can attach additional information but please make sure it is securely attached and clearly referenced to this question.

These representations relate to allocated Housing Site H46 (the Old School Playing Field, New Earswick). The allocation is supported. The land is owned by the Joseph Rowntree Housing Trust who anticipate its development in the early part of the Plan period. The new housing will form part of the Trust's housing estate which is concentrated in the adjacent model village of New Earswick. Current proposals are for a mix of affordable and self or custom build dwellings. The retention of the existing landscaping/open area along the eastern boundary of the site is acceptable to the Trust. Technical and environmental investigations at an earlier stage of the current plan process have confirmed there are no constraints to the development of the site.

Support for the allocation is underpinned by the need for the Plan to meet objectively assessed housing needs (which it fails to do), to ensure delivery of housing to meet identified needs by the allocation of a sufficient number of small and medium sized sites (which it fails to do), and also to define green belt boundaries correctly (which it also fails to do).

These matters are the subject of separate representations which indicate that the plan in its current form is unsound. It is extremely important, however, that sites such as Site H46 are retained as housing allocations in any subsequent iteration of the plan if the City's housing needs are to be met.

For completeness, our general comments on the soundness of the plan in relation to housing requirements and delivery, and green belt boundaries are attached.

Also attached, should it be necessary to consider the merits of /need for this site to be retained as a housing allocation are previous submissions which provide additional background details, namely:

- Letter dated 12<sup>th</sup> September 2016 from Jennifer Hubbard to Michael Slater/Martin Grainger
- Further Submissions documents from Jennifer Hubbard dated January 2014
- Flood Risk Assessment by Alan Wood & Ptns dated January 2014

6. (1) Please set out what change(s) you consider necessary to make the City of York Local Plan legally compliant or sound, having regard to the tests you have identified at question 5 where this relates to soundness.



You will need to say why this modification will make the plan legally compliant or sound. It will be helpful if you could put forward your suggested revised wording of any policy or text.

**Please note** your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

**After this stage, further representations will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

We do not suggest a change to the allocation of the site for residential development. Other more fundamental changes required to correct unsoundness(es) are dealt with in separate representations.

7.(1). If your representation is seeking a change at question 6.(1), do you consider it necessary to participate at the hearing sessions of the Public Examination? (tick one box only)

**No**, I do not wish to participate at the hearing session at the examination. I would like my representation to be dealt with by written representation

**Yes**, I wish to appear at the examination

If you have selected **No**, your representation(s) will still be considered by the independent Planning Inspector by way of written representations.

7.(2). If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:

Response set out in attached note.

**Please note:** the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the hearing session of the examination.

# Part C - How we will use your Personal Information

We will only use the personal information you give us on this form in accordance with the Data Protection Act 1998 (and any successor legislation) to inform the Local Plan process.

We only ask for what personal information is necessary for the purposes set out in this privacy notice and we will protect it and make sure nobody has access to it who shouldn't.

City of York Council does not pass personal data to third parties for marketing, sales or any other commercial purposes without your prior explicit consent.

As part of the Local Plan process copies of representations made in response to this consultation including your personal information must be made available for public inspection and published on the Council's website; they cannot be treated as confidential or anonymous and will be available for inspection in full. Copies of all representations must also be provided to the Planning Inspectorate as part of the submission of the City of York Local Plan.<sup>1</sup>

## Storing your information and contacting you in the future:

The information you provide on this form will be stored on a database used solely in connection with the Local Plan. If you have previously responded as part of the consultation on the York Local Plan (previously Local Development Framework prior to 2012), your details are already held on the database. This information is required to be stored by the Council as it must be submitted to the Planning Inspectorate to comply with the law.<sup>1</sup> The Council must also notify those on the database at certain stages of plan preparation under the Regulations.<sup>2</sup>

## Retention of Information

We will only keep your personal information for as long as is necessary and when we no longer have a need to keep it, we will delete or destroy it securely. The Local Planning Authority is required to retain your information during the plan making process. The information you submit relating to the Local Plan can only cease to be made available 6 weeks after the date of the formal adoption of the Plan.<sup>3</sup>

## Your rights

To find out about your rights under the Data Protection Act 1998 (and any successor legislation), you can go to the Information Commissioners Office (ICO) <https://ico.org.uk/for-the-public/>

If you have any questions about this Privacy Notice, your rights, or if you have a complaint about how your information has been used or how long we have kept it for, please contact the Customer Feedback Team at [haveyoursay@york.gov.uk](mailto:haveyoursay@york.gov.uk) or on [01904 554145](tel:01904554145)

Signature

Date

<sup>1</sup> Section 20(3) Planning & Compulsory Purchase Act 2004 Regulations 17,22, 35 & 36 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>2</sup> Regulation 19 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>3</sup> Regulation 35 Town and Country Planning (Local Planning) England) Regulations 2012

**JENNIFER HUBBARD, B.A.(Hons) TOWN & COUNTRY PLANNING  
TOWN PLANNING CONSULTANT**

**ALLONBY HOUSE, YORK ROAD, NORTH DUFFIELD, SELBY, N YORKS, YO8 5RU  
Telephone: 01757 288291**

12<sup>th</sup> September 2016

Our Ref: JH/KP/H054/A

Mr M Slater/Mr M Grainger  
City of York Council  
West Offices  
Station Rise  
York  
YO1 6GA

Dear Mr Slater/Mr Grainger,

RE: **YORK LOCAL PLAN PREFERRED SITES CONSULTATION 2016**

This letter is submitted on behalf of the Joseph Rowntree Housing Trust in response to proposals included in the above consultation document for Site H46: The Old School Playing Field, New Earswick. The Trust objects to the latest proposals of CYC as set out in the consultation document and has asked specifically that the representations should make it clear that the Trust has always stressed the importance of a long-term Plan for York which increases the number of secure, stable and affordable homes across all tenures. Low supply and high rent and property values are already forcing people out of the City. The Trust is disappointed at the reduction of units in the latest (consultation) version of the Local Plan and the proposals reduce its ability to develop the number of affordable homes that the City needs on land currently owned by the Trust due to the increased open space requirements now proposed.

Discrete submissions have been lodged by Nathaniel Lichfield & Partners (LNP) on behalf of a consortium of housebuilders, developers and landowners concerning the Council's current proposals for meeting York's future housing needs. The LNP submissions<sup>1</sup> have been made available to us and we have permission to refer to them in these representations. In many fundamental issues, the NLP submissions re-state concerns we have previously raised, on many occasions, during earlier Local Plan processes in general terms and in relation to specific sites, namely:

- i. The current (and previous) exercises fail to identify a clear, coherent and justified – or any – spatial strategy for the City. The reasons for this are well recorded and are largely a consequence of the constantly changing political balance within the Council. The outcome, however, unless resolved by an agreed Local Plan strategy is likely to go to the soundness of the Plan.

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<sup>1</sup> Letter to CYC of 2<sup>nd</sup> September 2016 and technical appendices

Contd....2  
12<sup>th</sup> September 2016

- ii. The OAN for housing and the housing supply as currently assessed by the Council fail to follow national guidance: the OAN has been under-estimated and the supply over-estimated.
- iii. In consequence of (ii) the failure to identify safeguarded land puts the Plan at risk.

We rely on but do not repeat in detail the general conclusions of the NLP submissions in support of this objection.

The representations are submitted within the context of general concerns about the approach to and the evidence base supporting the consultation document proposals, which it will be more appropriate to address in more detail on behalf of the Trust at the next (formal) Local Plan consultation stage but which can be summarised now as:

1. The risk to the Local Plan as a whole as a consequence of proposals not to provide safeguarded land.

It is telling that at both the York Local Plan Working Group meeting on 27<sup>th</sup> June 2016 and the subsequent meeting of the Council's Executive on 30<sup>th</sup> June when the Consultation document was discussed and endorsed as a basis for consultation, Members queried whether a risk assessment had been carried out and whether the lack of safeguarded land would result in the Plan being found unsound by an Examination Inspector. The questions were not satisfactorily answered but Officers indicated to Members that further risk assessment work would be carried out during and following the current consultation exercise. At the very least, this suggests that Officers themselves (as well as Members) are aware of the potential implications for the soundness of the Plan of abandoning the concept of safeguarded land.

It is accepted that providing safeguarded land is not an absolute requirement of national planning policy. Nevertheless, paragraph 83 of the National Planning Policy Framework is clear as to the approach to be taken in the identification of green belt boundaries and the timescales Planning Authorities should have in mind when undertaking this exercise for the first time. Any Local Plan which sets this advice aside without exceptional justification is at risk of being found unsound. A 20 year green belt – as is now envisaged - falls far short of the “life” we believe is expected in (very long established) national policy where a 20 year period before review is seen as a minimum. Furthermore, in our view, previous incarnations of emerging Local Plans for the City have consistently failed to heed national advice which makes it clear that green belt boundaries should be defined so as *not* [to] *include land which it is unnecessary to keep permanently open*. In effect, green belt has been seen as a residual policy – and still is. The current proposals to omit safeguarded land only serve to emphasise the flawed approach.

2. The risks to the soundness of the Plan are exacerbated by the significant reduction in the housing requirement as currently assessed.
3. The risk is further compounded by the – in our view – over-reliance on housing

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delivery from (in particular) York Central and Whinthorpe – the latter proposed allocation now also proposed to be increased in size. In our view, the current proposals are over-reliant on these two sites in two ways – first, in relation to the quantum of housing that the sites will deliver and, second, in relation to the lead in time necessary before meaningful numbers of house completions can occur.

4. In order to redress the year-on-year shortfall in housing completions within a realistic timescale, it is essential that as many as possible small and medium sized sites are brought forward immediately to engage as wide a cross-section of the housebuilding industry as possible. The current proposals under consultation will have the opposite effect of reducing opportunities for housing delivery.

As indicated above, these general concerns will be addressed in more detail with evidence and in conjunction with other agents who have previously expressed similar views, at a later stage of the Plan process if the current proposals are taken forward into a Preferred Options or Publication draft Local Plan.

We have previously submitted detailed proposals for the Old School Playing Field site, with appropriate technical back-up and justification. Those submissions which remain relevant are attached as part of the current representations as we are aware from previous experience that representations on behalf of landowners and developers are not automatically carried forward from one Local Plan stage to the next. Please therefore take these previous comments into account, in particular, the absence of any technical constraints to the development of the site and the appropriate “split” between residential development and open space.

The consultation proposals for the site are, we believe, wholly inappropriate both in relation to the “split” between residential development and open space and the density of development envisaged.

The site is owned by the Joseph Rowntree Housing Trust. It forms part of the Trust’s New Earswick garden village estate and is intended to be developed by the Trust as an extension to the garden village in a modern though compatible form. The (consultation) proposals to confine residential development to the northern part of the site adjacent to the Joseph Rowntree School lack any logic either in their own terms or in the context of the garden village as a whole. The consultation document does not explain the rationale behind the proposals and we can identify no planning reasons for suggesting what would, in effect, be a stand-alone residential enclave separated from the rest of the village. Neither can we see any reason for requiring a buffer between the existing development in New Earswick and any new housing to the north. There would be no good reason for requiring such a buffer even if existing residential development abutted the southern boundary of the site but it does not. Immediately to the south of the site are garages and an access road (Willow Bank). It cannot reasonably be argued that existing residents’ reasonable amenities would be harmed by new residential development immediately to the north of the garages and Willow Bank.

A substantial tree belt already exists along the eastern boundary of the site which will form a

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buffer between any new residential development and the green wedge (which we assume will remain as proposed green belt) to the east and which separates New Earswick from Huntington. This tree belt (and an adjacent strip of open space which we proposed in our earlier submissions) form a natural continuation of the green space to the south lying between Willow Bank and the River Foss and will also function as a public recreation route linking Willow Bank with the public footpath/cycleway to the north of Site H46 which leads to Huntington village.

In respect of the “Further Considerations” in the Consultation document and the comments of objectors to the proposed housing allocation at the Preferred Options/Further Sites consultation stage, we comment as follows:

- The perceived deficiency of open space in New Earswick

It is not accepted that such a deficiency exists and in any event no perceived deficiency has been discussed with the Trust. The Trust owns significant areas of land outside New Earswick village within areas defined as green wedges, which it is assumed will be confirmed as part of the adopted green belt in due course. Recreational use(s) are appropriate in green belt. *If* there is a deficiency of open space in New Earswick, opportunities exist to make up this deficit elsewhere in locations which would not jeopardise the delivery of much needed housing in a highly sustainable location.

- The site is part of a local green infrastructure corridor linking New Earswick and Huntington along the Foss Corridor

This is not accepted: there are no direct visual links between the site and Huntington; the meaningful green corridor in this area is the north-south running green wedge alongside the River Foss which continues southwards of the site to the east of Willow Bank. The proposed area of open space running east – west across the southern half of Site H46 as now proposed by CYC would not link into or form a meaningful part of a cohesive area of green space/green wedge or wildlife corridor.

- [We quote directly from the Consultation document] *To be contained, it may be necessary to incorporate some integration with open space on the remaining part of the field to ensure an appropriate landscape setting*

We simply do not understand what this means.

- The site has been recorded as having remnants of species rich grassland

Our original proposals for the site which include a strip of open space running parallel to and immediately to the west of the tree belt along the eastern site boundary, followed advice from the Council’s Ecologist (Bob Missin) specifically to retain an area of species rich grassland. It is worth recording that, in this connection, Mr Missin was unconcerned that this area of open space may continue to be closely

mown – as it has been for many years – or used for some form of natural (i.e. not hard surfaced) – recreational purpose as in his professional opinion these activities would not destroy the diverse quality of the seed bed.

- The site has a value of general open space particularly for dog walkers

Our original proposals retain open space and a well used dog walking route.

- The site contributes to the landscape setting of New Earswick: need to consider the impact on elements which contribute to the special character and setting of the City.

Detaching any new residential development from New Earswick village and retaining a piece of land with no obvious open space/recreational function to the south as proposed in the consultation document *will* harm the character of New Earswick and the conservation area. The residential development will be visually isolated from the village and residents will be unnecessarily divorced from the village and the services it provides. As long ago as 1994, the York Green Belt Local Plan Inspector, the City of York Council (as it then was), Ryedale District Council in whose area the site lay at the time and North Yorkshire County Council, the promoters of the Green Belt Local Plan, all agreed that it was not necessary for Site H46 to be included in the green belt to preserve the character and setting of the City. This view has been endorsed by the current City Council in various more recent versions of the emerging Local Plan.

- The land should remain open to avoid potential flooding

There is no evidence to support this view.

- Concerns about impact on the A1237 and local transport infrastructure

The site lies immediately adjacent to a bus route with a regular service into the city centre. The traffic generated by the proposed residential development has been considered in general terms by CYC Highways Officers who have made no adverse comments.

- The ring road must be duelled before any development takes place

This is unrealistic in relation to small development sites such as H46.

Finally, we need to comment on the density of development now proposed( at 40 dph) to provide a total of 104 dwellings. Whether the area ultimately allocated for development follows our original proposals or the proposals in the consultation document, any new housing will be an extension of New Earswick garden village. New Earswick is nationally recognised for its social history, layout and architecture which the Trust has been careful to respect and maintain over the last 100+ years. Part of this character derives from the amount of green space within individual residential plots (generous gardens) and grass and tree line-

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flanked pedestrian walkways running through residential areas. We do not consider it possible to produce a housing scheme for 104 dwellings on approximately half of Site H46 *in a form which reflects the existing character of the village*. We ask that in addition to taking these further comments into consideration, the Council's Conservation Officers should be invited to comment on the Trust's views as to the appropriate way in which to develop the site (i.e. its general layout) and the Council's latest views as to density.

In conclusion, we request that the next version of the emerging Plan reverts to the Trust's original proposals, as annexed to this letter.

Yours sincerely,

A solid black rectangular box used to redact the signature of Jennifer Hubbard.

Jennifer Hubbard

**YORK LOCAL PLAN  
PREFERRED OPTIONS VERSION**

**FURTHER SUBMISSIONS ON BEHALF OF  
THE JOSEPH ROWNTREE HOUSING TRUST  
REGARDING PROPOSED RESIDENTIAL  
DEVELOPMENT AT THE OLD SCHOOL  
PLAYING FIELD, NEW EARSWICK**

**January 2014**

**JENNIFER HUBBARD BA, MRTPI  
*TOWN PLANNING CONSULTANT*  
ALLONBY HOUSE  
YORK ROAD  
NORTH DUFFIELD  
SELBY  
YO8 5RU**

**PROPOSED RESIDENTIAL DEVELOPMENT OF THE OLD SCHOOL  
PLAYING FIELD, NEW EARSWICK  
FOR THE JOSEPH ROWNTREE HOUSING TRUST**

**1. BACKGROUND**

**1.1** In July and August 2013 representations were submitted to the City of York Council on behalf of the Joseph Rowntree Housing Trust (the Trust) seeking the allocation of part of a parcel of land known locally as the Old School Playing Field, New Earswick, for residential development in the emerging Local Plan. These submissions augment and update those earlier representations.

**1.2** As indicated previously, the Trust is not currently in any contractual arrangements with a housebuilder although several national housebuilders who are currently active in York and involved in promoting new sites for development through the Local Plan process have expressed interest in acquiring the site. However (as at Derwenthorpe) the Trust would only wish to market the site on the basis of very clearly established principles which would guide the form (layout, density, mix of house types) and the quality and appearance of any new buildings, the extent, character and use of any undeveloped parts of the site and, in particular, the sustainability of the development as a whole including the sustainable construction of the new buildings, sustainable linkages to local services and the number and type of affordable dwellings.

**2. THE SITE AND SURROUNDINGS**

**2.1** The site is a greenfield site lying towards the northern edge of New Earswick immediately to the south of the Joseph Rowntree Secondary School and due east of the Hartrigg Oaks Continuing Care Retirement Community. The site was purchased by the Trust in 1922, some 21 years after the purchase of the original New Earswick estate and at various times has been leased to the Local Education Authority. A concessionary (permissive) path runs along the eastern side of the site, which comprises close mown grass with a dense tree belt running along the extent of the

eastern boundary. The site has been used intermittently over the years for football training and informal recreation.

- 2.2** In the late 1980s/early 1990s, the site was the subject of proposals for a Continuing Care Retirement Community. However, due to continuing uncertainties and delays in the adoption of detailed green belt boundaries and development land allocations in the York Green Belt Local Plan (YGBLP) and Southern Ryedale Local Plan (SRLP) (see below), the Trust transferred the Continuing Care Retirement Community proposals to land to the west of Haxby Road, where the scheme was subsequently built. However, the Old School Playing Field site has remained on the Trust's Asset Register as a potential site for the next phase of the continuing development of New Earswick. Most recently, a significant portion of the site was temporarily taken over by the Education Authority during the reconstruction and extension of the adjacent Joseph Rowntree School.
- 2.3** The site has a long frontage to Haxby Road which is a high frequency (10 minute) bus route and cycle route linking Haxby to the city centre. Bus services extend into the evenings and weekends. Along the northern boundary of the site is a footpath/cycleway linking New Earswick with Huntington where there is a wide range of social, retail and leisure facilities and employment opportunities. Shops and other local services including a Doctor's Surgery and recreational facilities are available in New Earswick village centre within easy walking distance to the south, and further social and recreational facilities (allotments, tennis courts etc.) in Huntington can be accessed from the site via footpaths, cycleways and largely traffic-free lanes southwards from Willow Bank.
- 2.4** East of the site and at a significantly lower level is the River Foss and its flood plain, an open space of varying width which, due to the intervening vegetation along the eastern boundary of the site, is not visible from within the site.

**3. GREEN BELT POLICY: IMPACT OF DEVELOPMENT ON THE SITE ON THE CHARACTER AND SETTING OF YORK**

**3.1** The suitability of the site for inclusion in the green belt was thoroughly debated at the 1992 YGBLP/SRLP Joint Inquiry (when the site lay within Ryedale District). The consensus of the principal parties to the Inquiry (the Trust as landowner, North Yorkshire County Council as Strategic Planning Authority, Ryedale District Council as Local Planning Authority and the City of York Council as adjacent Planning Authority) was that the site did not perform any green belt function. The Planning Authority's evidence to the Inquiry indicated that the site comprised an open space within the settlement and did not form part of one of the important green wedges penetrating into the urban area, nor could the site be regarded as part of the open countryside. The County Council's submissions go on to say that:

*Although New Earswick is certainly an unusual settlement with a unique character, this can be protected quite adequately by means of the controls provided by the designation of the conservation area and the listing of many of the buildings. The village must be considered as it is today, rather than in the light of any possible earlier intentions of its owners and designers. It is now a sizeable urban area whose fundamental character would not be affected by further development.*

**3.2** The Inspector agreed that the site did not properly form part of the green belt, commenting that:

*The open land along the Foss Valley to the east of New Earswick is important in preserving the character of York and in separating Huntington and New Earswick. To the east of [the site] is a wide part of this wedge before it becomes narrower alongside Willow Bank. [The site] is however separated from this wider area by a row of trees. This, together with the various changes in level, means that ..... [the site] does not form an integral part of the wedge. I do not consider that its openness can be said to contribute to the*

*preservation of the special character of York nor to perform any other green belt function. The site should be excluded from the green belt.*

**3.3** Since then, the site has not been included as part of the Green Belt in any iteration of any emerging Local Plan prepared by the current Planning Authority. This is significant in the context of the various green belt appraisals undertaken by the City Council since its inception in 1996.

#### **4. CONTAMINATION**

**4.1** The site has not been in active (or any) agricultural use for many decades and there are no buildings on the site. Although no specific investigations have been carried out into potential contamination, it is not anticipated that any contamination or contamination that cannot be remediated will arise (but see also paragraph 11.4 below).

#### **5. ACCESS**

**5.1** It has been confirmed in discussion with CYC (Simon Thompson, Highways) that options are available for providing suitable vehicular access into the site, namely, direct access from Haxby Road by adding a roundabout to the existing roundabout at the entrance to Hartrigg Oaks or via an existing access to the south of Willow Bank.

**5.2** Pedestrian and cycle access to/from the site is available direct from Haxby Road; from the south (and to village services) via Willow Bank and from the footpath/cycleway to Huntington along the northern site boundary.

#### **6. ECOLOGY/BIODIVERSITY**

**6.1** The tree belt along the eastern edge of the site is to be excluded from the developable area. The tree belt was established approximately 20 years ago as an extension to a pre-existing tree belt along the boundary, and is owned and managed by the Trust. Discussions with CYC Countryside Officer (Bob Missin) have confirmed that the

grassland mix within the site is of local nature conservation interest but that this interest could be protected by leaving a portion of the site undeveloped. It has been further confirmed that there would be no objection in principle if the undeveloped part(s) of the site were used for recreational purposes even if this required the grass within the recreational areas to be close mown since the underlying seedbed would remain, but that it would be helpful if the grassland margins around any playing areas could be allowed to grow on and be less proactively maintained by the Trust. This is acceptable.

## **7. RECREATIONAL OPEN SPACE**

- 7.1** Before the views of the Countryside Officer were known, the Trust had already decided that built development should be concentrated in the western part of the site leaving the eastern margins undeveloped, in part to retain an open ōfeelō at the eastern edge of the development and to reflect the pattern of open space and built development which occurs immediately to the south; in part to reinforce the green wedge running between New Earswick and Huntington, and in part to provide *options* for the relocation of recreational use(s) adjacent to Red Lodge/The Folk Hall in the centre of New Earswick which may be desirable as part of emerging development and redevelopment proposals for that area (which have been the subject of extensive discussions with Council Conservation Officers).
- 7.2** In consequence of these considerations, a wide band of land running along the eastern boundary of the site, with narrower areas ōwrapping roundō the northern and part of the southern boundaries, are excluded from the development area. These areas will continue as green space managed by the Trust. In the event that the remainder of the site is allocated for residential development, it is envisaged that at the planning application stage a Management Plan would be required to ensure that the nature conservation interest of the undeveloped land is protected. This is acceptable.
- 7.3** The resulting relationship between built development and open space will reinforce the grain of New Earswick, protect the land to the east which ō irrespective of any green belt notation ō forms a green wedge between New Earswick and Huntington

and thus contributes to the character of York. It will also soften the impact of any built development on the site when viewed from the public footpath/cycleway along the northern boundary and will also provide a link to the existing open areas to the south.

## **8. AFFORDABLE HOUSING**

- 8.1** After the Council, the Trust is the largest provider of social housing in the City and at December 2010 was responsible for 1300 social residential units city-wide (this figure will have increased since 2010 as a consequence of the development at Derwenthorpe) including 900 in New Earswick, together with a wide range of sheltered and special needs supported accommodation totalling a further 355 units, 236 of which are in New Earswick.
- 8.2** The Trust's experience at Derwenthorpe and elsewhere is that the value of market housing is not depressed within a mixed residential development that is 'tenure blind' (i.e. there is no discernable difference internally or externally between the social and market housing) even where there is a significant percentage of social housing which is pepper-potted across the site. The Trust's aim in seeking to develop the Old School Playing Field is to promote a mixed cohesive community by providing a wide range of small, medium and larger 2, 2½ (no higher) and possibly also single storey dwellings suitable for all ages and tenures and including an element of flexible assisted living accommodation, such as has been provided with assistance from CYC at the redeveloped Dormary Court in Huntington. The Trust would retain the social housing and provide CYC with nomination rights under arrangements similar to those already in place at Derwenthorpe.
- 8.3** The Trust's background and experience in such developments and in particular its stewardship of New Earswick over the last 100 years gives confidence that a generous percentage of affordable and specialised housing can be provided on the site.

## **9. FLOOD RISK, FOUL AND SURFACE WATER DRAINAGE**

- 9.1** Attached at **A** and **B** are reports from Alan Wood and Partners (AWP) on drainage and flood risk. The reports confirm, first, that the site is not at risk of flooding, nor would the development of the site as proposed increase flood risk elsewhere and, second, that surface water can be satisfactorily drained to the River Foss to the east. Foul drainage would be to the Rawcliffe Wastewater Treatment Works via a route to be determined. Pumping is likely to be required for both foul and surface water disposal. Further comment is needed on the consequences and opportunities arising from the conclusions of AWP.
- 9.2** The surface water strategy identified in the Drainage Report includes both underground and above ground storage with attenuated discharge to the River Foss. AWP's calculations of the storage volumes required assume that residential development will extend across the whole site and that 60% of that development area will be impermeable. For reasons explained above relating to the biodiversity interest of the site only some two thirds of the site is likely to be developed, the precise extent of development to be determined following further discussion with the LPA. The storage capacity assessed by AWP is therefore very much a worse case scenario and is likely to be only around two thirds of that identified.
- 9.3** The maximum permitted depth of an above ground storage area is 1m. Since its purpose is to accommodate a 1 in 100 year flood event, the area would be expected to be dry for most of the time. Its storage function would not preclude use for recreational purposes or compromise its nature conservation value.
- 9.4** The advice provided to AWP by Yorkshire Water is consistent with advice being offered to the promoters of potential development sites generally and with views expressed by Yorkshire Water representatives at various Local Plan Workshops – namely that as a result of development proposals in the emerging Local Plan, all of the wastewater treatment works serving York will experience capacity problems at some stage but until the development allocations and the timing of development are finalised, Yorkshire Water will not be able to indicate what improvement or extension

works are necessary, or where, or when. It is not possible therefore to provide any more clarity in respect of foul drainage from the Old School Playing Field in isolation. It seems to us, however, that since there is a prospect of significant development at Haxby and north of Clifton Moor, together with other developments proposed by the Trust to the north of New Earwick, the Council could usefully engage with Yorkshire Water to consider the cumulative impact of these developments on the operation of the Rawcliffe Wastewater Treatment Works with a view to apportioning the cost of any improvements that might be necessary and when these might need to come on stream. The Trust would be very willing to participate in any such discussions.

- 9.5** In relation to the cost of providing foul and surface water services to the Old School Playing Field, please refer to paragraph 11.4 below.

## **10. SUSTAINABILITY CONSIDERATIONS**

- 10.1** The Trust has a very clear approach to the issue of sustainability which includes not only the location of a development but its inherent characteristics both physical (the standard and longevity of buildings, quality and character of open space etc.) but also its social composition and those less-tangible attributes, for example inclusivity, which help to make a development a comfortable place in which to live.
- 10.2** Amongst the Trust's general objectives are to concentrate further development within the Trust's core operational areas, predominantly York (together with Scarborough) and to progressively improve the quality of the existing housing stock including pushing out the boundaries of innovative design and/or construction in a manner which will future proof properties against changing economic and social conditions. Sustainability Objectives, formally adopted by the Trust, include a 20% carbon reduction throughout its operations by 2020, including a 20% reduction against industry benchmarks in respect of new development.

**10.3** The Trust's general approach may be summed up by the following:

A sustainable development is one that builds attractive, high quality homes and public spaces for all ages, to enhance biodiversity whilst mitigating fuel use, enable affordable connections to jobs and services and adapt to changing social needs. A scheme that offers everyone a low carbon footprint - less than 1 tonne of CO<sup>2</sup> per home ( average) and a 50% reduction in costs for heating (comparable like for like to homes built to part L of the 2006 Building Regs) creating an overall positive environmental, economic and social impact.

**10.4** The Old School Playing Field lies in a highly sustainable location. New Earswick is a relatively compact village where most community facilities can be readily accessed on foot or bicycle via the many traffic-free or quiet tracks and lanes which permeate the village, particularly to the east of Haxby Road. Within the village, social and recreational facilities are provided at the Folk Hall, children's play areas including a MUGA, swimming pool, tennis courts and rugby, football and cricket pitches. There is an active sports club in the village, primary and secondary schools, a church/chapel, a wide range of local shops including two general stores, a pet shop and post office and a Doctor's surgery.

**10.5** The wide swathe of open land to the east of the built up area of New Earswick provides informal recreational space.

**10.6** Three bus services run through New Earswick and past the Old School Playing Field providing links with the city centre, station and superstores and employment areas at Askham Bar and Clifton Moor. All three services run from early morning Monday to Saturday. The No.1 service runs from early morning to late evening 7 days a week at a 10 minute frequency during most of the day Monday to Saturday and a 20 minute frequency on Sundays.

**10.7** In terms of its *sustainable location*, the Old School Playing Field should rank highly as a site for residential development in the emerging Local Plan. The impact of the development proposed on New Earswick is discussed below at Section 12.

## **11. VIABILITY CONSIDERATIONS**

- 11.1** Attached (at C) is a copy of the Peter Brett Associates Viability Pro-Forma which we have completed to the extent it is possible to do so at this stage. Viability information is not currently sought by CYC except for identified Strategic Sites. However, we consider it important that Officers, in considering the suitability of this site for development, have information equivalent to that which has been requested in relation to currently identified Preferred Options strategic sites.
- 11.2** Our estimates of Sales Values and Basic Build Costs are based on local industry standards, adjusted to reflect the characteristics of the site and its general location and also the Trust's experience as developer (at Derwenthorpe) and also as the provider of a wide range of social and specialised housing. Also taken into account are sales values of market housing in New Earswick.
- 11.3** In considering viability in this instance, the following is crucial.
- 11.4** As a Charity, the Trust is not required to make a profit but rather to reinvest any surpluses into its own endeavours. This puts the Trust in a strong position to maximise the delivery of affordable housing and also to address to a significant degree any abnormal costs which might otherwise render a development unviable (e.g. archaeology, off-site drainage requirements, abnormal ground conditions). This is in contrast with the aspirations of 'conventional' landowners, and more so if speculative housebuilders who would expect a profit of 20-25% of Gross Development Value (GDV) before development could be considered viable. However, the Trust's charity status gives confidence that any abnormal costs of development which may be identified following further investigations could be absorbed without affecting the viability of the development.

**12. IMPACT OF DEVELOPMENT AS PROPOSED ON THE CHARACTER OF NEW EARSWICK**

**12.1** There are two aspects to be considered here: first the impact of the development on those aspects of the character of New Earswick which derive from its physical fabric and, second, the impact on the social composition of the village. To a large extent these are interrelated.

**12.2** The Trust's evidence to the Joint York Green Belt Local Plan/Southern Ryedale Local Plan Inquiry, as noted in the Inspector's report, commented:

*The construction of New Earswick was in response to social rather than planning ideals. There has been no continuing Masterplan, but rather a continuing response, in the form of a series of add-hoc developments, to changing circumstances. Thus the village has always been evolving and has never been completed. There has been no rigid external boundary other than that which is due to the accident of land ownership. [i.e. excluding boundaries established through planning policy].*

**12.3** The history of New Earswick is well known, from its origins as a model village for employees at the Rowntree Confectionary works. In brief, the village was founded by the social reformer Joseph Rowntree with the objective of providing good quality housing in clean landscaped surroundings for low income workers. The intention which has been carried forward to today was that, once a healthy living environment had been established, residents and the community would be able to be self supporting.

**12.4** The background to the establishment of New Earswick is encapsulated in the description of many of the listed buildings in the village which refers to their historic interest and group value rather than to their architectural interest. Notably, the planned garden village element of New Earswick is confined mainly to its residential areas and is largely a consequence of historic land ownership. The first phase of the residential development was located to the east of Haxby Road in what is now the

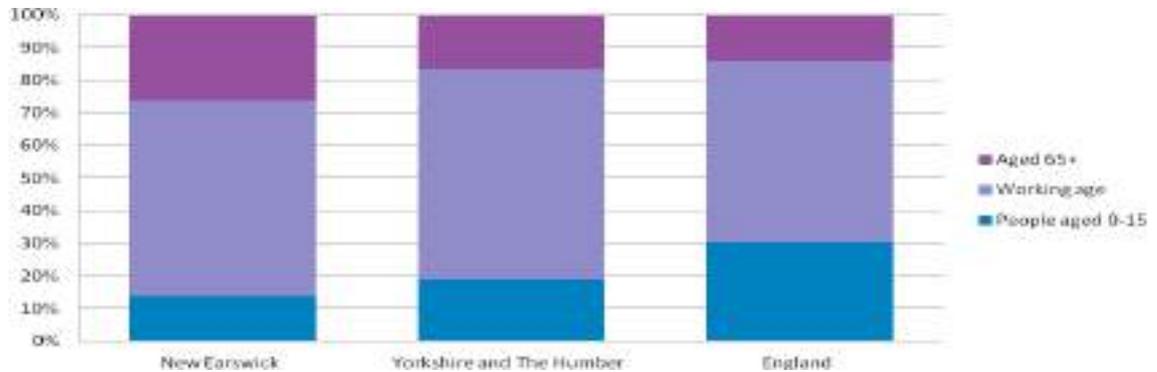
southern part of the village on the only land owned by Joseph Rowntree at the time. The Folk Hall and two large dwellings were the only buildings erected on the west side of the road in the early days of the settlement. In the 1920s, an additional phase of residential development was built to the north of the first phase and, following the purchase of additional land, a further phase was built on the west side of Haxby Road. During this phase, only three additional individual buildings were erected to the west of and fronting Haxby Road.

- 12.5** Further phases of residential development were subsequently built to the south and west of the Folk Hall (White Rose Avenue), with the most recent phases including further residential development to the south west of White Rose Avenue and the Continuing Care Retirement Community in the northern part of the village. The central core of New Earswick centred on the Folk Hall has never been part of the 'planned' village and the uses currently located there, including a range of recreational uses, have grown in an add-hoc and largely unplanned way.
- 12.6** Joseph Rowntree's self-help ethos has led, over time, to many changes being made to the layout, fabric and tenure mix of New Earswick to reflect changing conditions, ranging from alterations to the street pattern to accommodate the motor car, the significant upgrading of many dwellings – especially to provide insulation – to alleviate fuel poverty, providing a flexible mix of tenures and the sale of properties on the open market to help achieve a balanced community, and the provision and upgrading of a wide range of specialist and assisted living accommodation to foster independent living, underpinned by appropriate up-to-date support.
- 12.7** Despite these on-going initiatives, there is evidence that New Earswick is not currently a balanced community. The population of the village has remained static over the last 10 years. It has an ageing population with a disproportionate number of residents in need of or delivering care.

Some statistics:

**12.8** Table 1\* compares the age of residents in New Earswick with residents in Yorkshire and the Humber and the Humber and England (at April 2011).

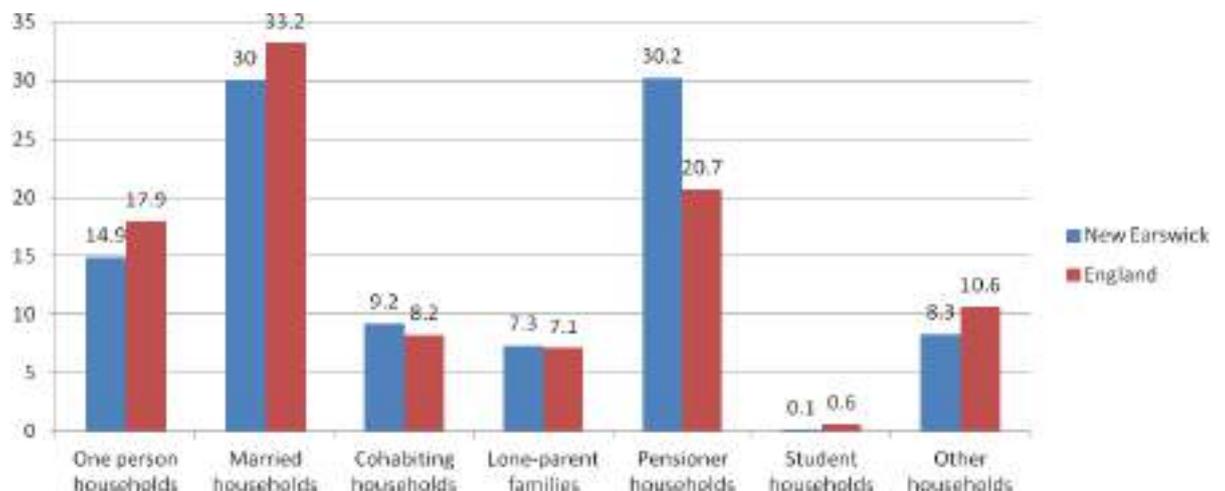
Tab. 1



The proportion of people over 65 (26%) is significantly higher than in England (16%) and Yorkshire and Humber (17%). 30.2% of households are pensioner households compared to 20.7% across England. The proportion of children/ residents under working age is correspondingly lower than in the region and across England.

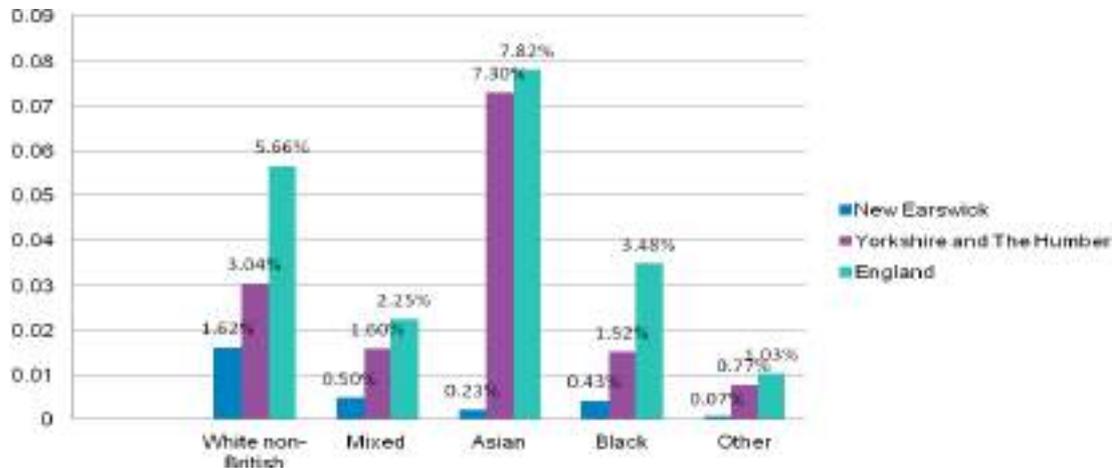
**12.9** Table 2\* compares the population of New Earswick by household composition with national figures, again confirming that within the village there is a high proportion of pensioner households.

Tab.2



**12.10** Table 3\* compares the ethnic mix of residents in New Earswick with the population in Yorkshire and The Humber and England.

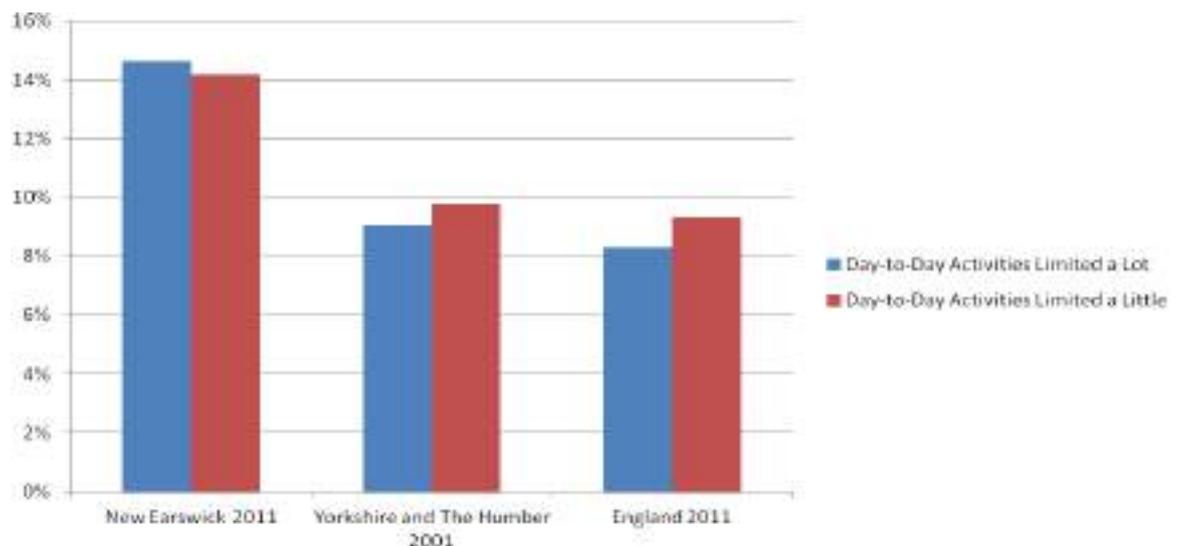
Tab. 3



No significant changes were identified in the ethnicity of residents between 2001 and 2011.

**12.11** Table 4\* indicates that a higher percentage of adults in New Earswick (29%) have long term illness compared with 19% regionally and 17% across England.

Tab. 4



**12.12** Linked, it is assumed, to the population profile of the village, the proportion of residents in New Earswick who provide any unpaid care and those who provide

unpaid care for over 50 hours per week are both higher than the national average\*.

- 12.13** The development of the site as proposed will represent a further phase in the development of New Earswick and help to meet the Trust's and the City's need for affordable housing. The new market housing will be sized and designed to help rebalance the community, including the provision of family homes. The layout of the site and elevational treatment (appearance and materials) of the dwellings will respect the grain and Arts and Crafts character of the model village.
- 12.14** It is accepted that the site has been identified previously as a visually important undeveloped area (in the unadopted Southern Ryedale Local Plan). This designation was based largely on the views of Huntington Church which could be seen across the site from Haxby Road in the late 1980s at the time the draft Plan was prepared and prior to the tree belt along the eastern boundary being strengthened, and also in the context of the strategic planning policies at the time which attached no greater weight to urban concentration than to dispersed patterns of housing development.
- 12.15** Views of the Church are now all-but obscured by the dense tree belt along the eastern boundary of the site which also acts as a physical and visual barrier between the site and the River Foss corridor to the east. The site is therefore well contained by strong landscape features and is on three sides is by built development. Furthermore, the recent extensions eastwards of the Joseph Rowntree School have altered what might previously have been considered as the appropriate eastern 'building line' for this part of New Earswick.
- 12.16** It is also worth noting that the Ecus York Landscape Appraisal (published in 1996 and still relied on by the Council) draws a distinction between the landscape character and suitability for development of the River Foss corridor and the character of land in and surrounding New Earswick to the west. The latter lies within the Ecus definition Landscape Character Type 10: Mixed Fringe Farmland, where the landscape is described as degraded and development pressures are high. The landscape strategy

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\* New Earswick Demographics 2011

proposed for Landscape Character Type 10 is, in simple terms, to retain any existing landscape features of significance, to restore and enhance positive landscape features and to provide a landscape structure and setting for new development, avoiding development within the green wedges. The subject site does not form part of a green wedge, nor is it farmland. Effectively, with the passage of time, the site has become an area of under-used land lying within the confines of the settlement of New Earswick, physically and visually divorced from the open countryside and, apart from the tree belt, containing no inherently attractive landscape features.

**12.17** Current national planning policy and the strategy and objectives of the emerging Local Plan seek to concentrate new development in sustainable locations well served by public transport and accessible to services and facilities by cycling and walking. Development sites should also be free of the environmental and other designations cited at Footnote 9 to paragraph 14 of the National Planning Policy Framework. The subject site is not subject to any of these designations and, as described above, is in a highly sustainable location. It is therefore suitable to be allocated for residential development (and open space) in the emerging Local Plan.

### **13. IN CONCLUSION**

**13.1** We suggested in our earlier representations that between 3 and 4 hectares of the 5.8ha site could be suitable for residential development to provide around 130 dwellings based on the Illustrative Site Plans then submitted (Drg. Nos. 0180\_217\_SK\_002 and 003 ó attached at **D1** and **D2** - indicating a possible site layout and landscape context) subject to further discussion with CYC Planning and Housing Officers. Until these discussions take place, we see no reason to change this indicative site capacity.

**13.2** We should also reiterate our understanding that the site was rejected as a housing allocation in the Preferred Options version of the emerging Plan only because of the historic visual links with Huntington Church, which are no longer available, and ecological concerns, which have now been clarified and resolved through discussion with Mr Missin.



**Alan Wood & Partners**

**FLOOD RISK ASSESSMENT  
FOR PROPOSED RESIDENTIAL  
DEVELOPMENT  
THE OLD SCHOOL PLAYING FIELDS,  
HAXBY ROAD, NEW EARSWICK**



**FOR  
JOSEPH ROWNTREE HOUSING TRUST**



**PROJECT REF:- NW/AD/HW/35333-Rp001**

**JANUARY 2014**

**Issuing Office**

341 Beverley Road  
HULL  
HU5 1LD

Telephone: 01482 442138  
Facsimile: 01482 448086

Email: eng@alanwood.co.uk  
Website: www.alanwood.co.uk

**FLOOD RISK ASSESSMENT FOR PROPOSED RESIDENTIAL  
DEVELOPMENT, THE OLD SCHOOL PLAYING FIELDS, HAXBY ROAD,  
NEW EARSWICK**

Project Reference: NW/AD/HW/35333-Rp001

Prepared by: Alan Dunn

Signed:   
Date: 29<sup>th</sup> January 2014

Approved by: C Scott, BEng (Hons), CEng, MICE, CertOSH  
Associate

Signed:   
Date: 29<sup>th</sup> January 2014

Issue	Revision	Revised by	Approved by	Revised Date

For the avoidance of doubt, the parties confirm that these conditions of engagement shall not and the parties do not intend that these conditions of engagement shall confer on any party any rights to enforce any term of this Agreement pursuant to the Contracts (Rights of Third Parties) Act 1999  
The Appointment of Alan Wood & Partners shall be governed by and construed in all respects in accordance with the laws of England & Wales and each party submits to the exclusive jurisdiction of the Courts of England & Wales

## **1.0 INTRODUCTION**

1.1 Alan Wood & Partners were commissioned to carry out a flood risk assessment for a proposed residential development in New Earswick, York.

1.2 The flood risk assessment has been prepared resulting from the publication of National Planning Policy Framework (NPPF) which ensures that flood risk assessments are carried out for new developments on flood plains of rivers, or subject to coastal flooding, as well as for developments which are in excess of one hectare in area.

## **2.0 THE SITE AS EXISTING**

2.1 The site occupies land to the east of Haxby Road, to the south of the existing school.

2.2 The overall area of the proposed development is approximately 5.72 hectares. We have included an aerial photograph in Appendix A which shows the location of the site, together with a site location plan.

2.3 A topographic survey of the site has been undertaken which indicates that the site is relatively flat, with existing ground levels undulating over the area of the site from approximately 14.8m up to 16.6m OD(N).

2.4 A copy of the survey drawing is enclosed in Appendix B.

2.5 The Ordnance Survey grid reference for the centre of the site is approximately 481115, 455905.

## **3.0 THE PROPOSED DEVELOPMENT**

3.1 The proposed development involves the construction of a maximum of 200 new residential properties together with associated infrastructure works.

#### **4.0 POTENTIAL SOURCES OF FLOODING**

- 4.1 The site is approximately 100m from the River Foss at its nearest location to the development.
- 4.2 Westfield Beck is located approximately 400m to the west of the development.

#### **5.0 FLOOD RISK ASSESSMENT**

##### **5.1 Flood Zone**

- 5.1.1 A copy of the Environment Agency Flood Outline Map is included in Appendix B, which identifies the area of the development to be located within an area designated as Flood Zone 1, Low Probability, with a less than 1 in 1000 annual probability of flooding in any year.

##### **5.2 Fluvial**

- 5.2.1 A Strategic Flood Risk Assessment has been prepared for York City Council.

##### **River Foss**

- 5.2.2 The Strategic Flood Risk Assessment advises that the flood protection of the north eastern area of York in the Foss catchment is dependent on the operation of the Foss Barrier which effectively isolates the Foss from the River Ouse, preventing water from surging back upstream.
- 5.2.3 When the barrier is lowered the optimum level of water in the Foss is maintained by pumping water around the barrier directly into the River Ouse.
- 5.2.4 The water levels in the Foss will increase if the capacity of the pumps is exceeded until the incoming flow reduces to a rate below the capacity.

5.2.5 The development site is approximately 100m from the River Foss at its nearest location.

5.2.6 However, the development site is considered to be sufficiently elevated not to be at risk from the River Foss, with ground levels being in the region of 14.8m to 16.6m OD(N) and the normal water level being below 13m OD(N).

#### Westfield Beck

5.2.7 Numerous areas in Haxby and Wigginton suffered surface water flooding problems during the June 2007 rainfall event. However, investigations have shown that these were mostly as a result of localised maintenance problems, some of which have since been rectified. More recent Environment Agency's modelling has reduced the extent of predicted flooding at Haxby and Wigginton from Westfield Beck, but the watercourse is considered to be at capacity and reliant on the operation of Westfield Beck Pumping Station, which is owned by YWS.

5.2.8 We consider the development site to be at a sufficient distance from Westfield Beck not to be at risk from this potential flood source.

#### 5.3 Surface Water

5.3.1 Due to the topography of the site the development site is not considered to be at particular risk of flooding from surface water run-off.

#### 5.4 Drainage Impact

5.4.1 There is no historic record of flooding due to drainage issues in the area of the development

5.4.2 We have calculated the existing unrestricted surface water run-off from the existing site to be approximately 8 litres per second, based upon an agricultural run-off rate of 1.4 litres per second per hectare.

- 5.4.3 We have calculated the unrestricted surface water run-off from the new development to be approximately 514 litres per second, based upon an impermeable area of approximately 3.7 hectares (assumed 65% of the full site area).
- 5.4.4 Guidelines recommend that surface water run-off from the development be disposed by means of Sustainable Drainage Systems (SUDS). However, from experience of the ground conditions in the area it is felt that soakaways/infiltration are unlikely to be the solution to the method of surface water disposal for this development.
- 5.4.5 However, this should be investigated further by carrying out percolation testing to determine whether this would be an option.
- 5.4.6 Should soakaways not be suitable then the only other option would be disposal of surface water run-off to a watercourse.
- 5.4.7 Yorkshire Water has advised that there is no capacity within the local public sewer network to accept any discharge of surface water from the proposed development site.
- 5.4.8 They advise that Requirement H3 of the Building Regulations 2000 establishes a preferred hierarchy for disposal of surface water disposal. Consideration should firstly be given to soakaway, infiltration, watercourse and sewer in that priority order.
- 5.4.9 There is a watercourse present along the eastern boundary of the site.
- 5.4.10 The watercourse outfalls into the River Foss located to the south of the development site at a distance of approximately 100m from the site boundary.
- 5.4.11 It is therefore proposed that the surface water run-off from the development is discharged into this watercourse.
- 5.4.12 In order to ensure the discharge of surface water will not increase the risk of flooding to other properties, it will be necessary to attenuate the drainage by restricting the discharge to the agreed discharge rate and providing storage as required.

- 5.4.13 It is assumed for the purpose of this report that the permissible surface water discharge from the development site will be at Greenfield run-off rate (1.4 litres per second per hectare).
- 5.4.14 The required restriction to the surface water run-off would be provided by means of a flow control valve within the final manhole prior to discharge or alternatively, should it be found that a gravity outfall cannot be achieved due to relative site levels and the invert of the watercourse, then a pumped outfall incorporating suitably sized pumps would be provided.
- 5.4.15 For residential developments the required design criteria for the surface water drainage will need to be based upon a 1 in 100 year storm with an additional allowance of 30% to account for climate change resulting from global warming.
- 5.4.16 On this basis, we have calculated that the total volume of surface water storage which would be required would be approximately 2825m<sup>3</sup> (assuming 65% of the full site area will be impermeable).
- 5.4.17 On the assumption that the drainage network will be adopted by Yorkshire Water they will require the storage for a 1 in 1 year storm to be provided within the drainage system below ground, which has been calculated to be approximately 560m<sup>3</sup> (based upon the assumed area of hardstanding). It is proposed that the balance of approximately 2265m<sup>3</sup> required for the 1 in 100 year storm design (based upon the assumed area of hardstanding) will be stored within a storage basin above ground within the boundary of the development site.
- 5.4.18 A copy of the surface water storage calculations is included in Appendix D.

## **6.0 RECOMMENDATIONS**

- 6.1 With the development site lying within Flood Zone 1 there should be no requirement for the floor levels of the buildings to be raised to protect against flooding.

Consequently the buildings can be constructed at traditional levels of construction.

- 6.2 With the site lying within an area considered not to be at risk from flooding, we do not consider there to be any requirement for flood resilient construction methods to be adopted within the design of the buildings.
- 6.3 The surface water drainage should be attenuated in accordance with the details incorporated within this report
- 6.4 All approach roads to the development are above any predicted flood levels and consequently safe access to and egress from the development should still be achievable during a flood situation.
- 6.5 There should therefore be no requirements for evacuation of building occupants resulting from the development.

## **7.0 CONCLUSIONS**

- 7.1 From this assessment we do not consider that there is any potential risk of flooding to the proposed development



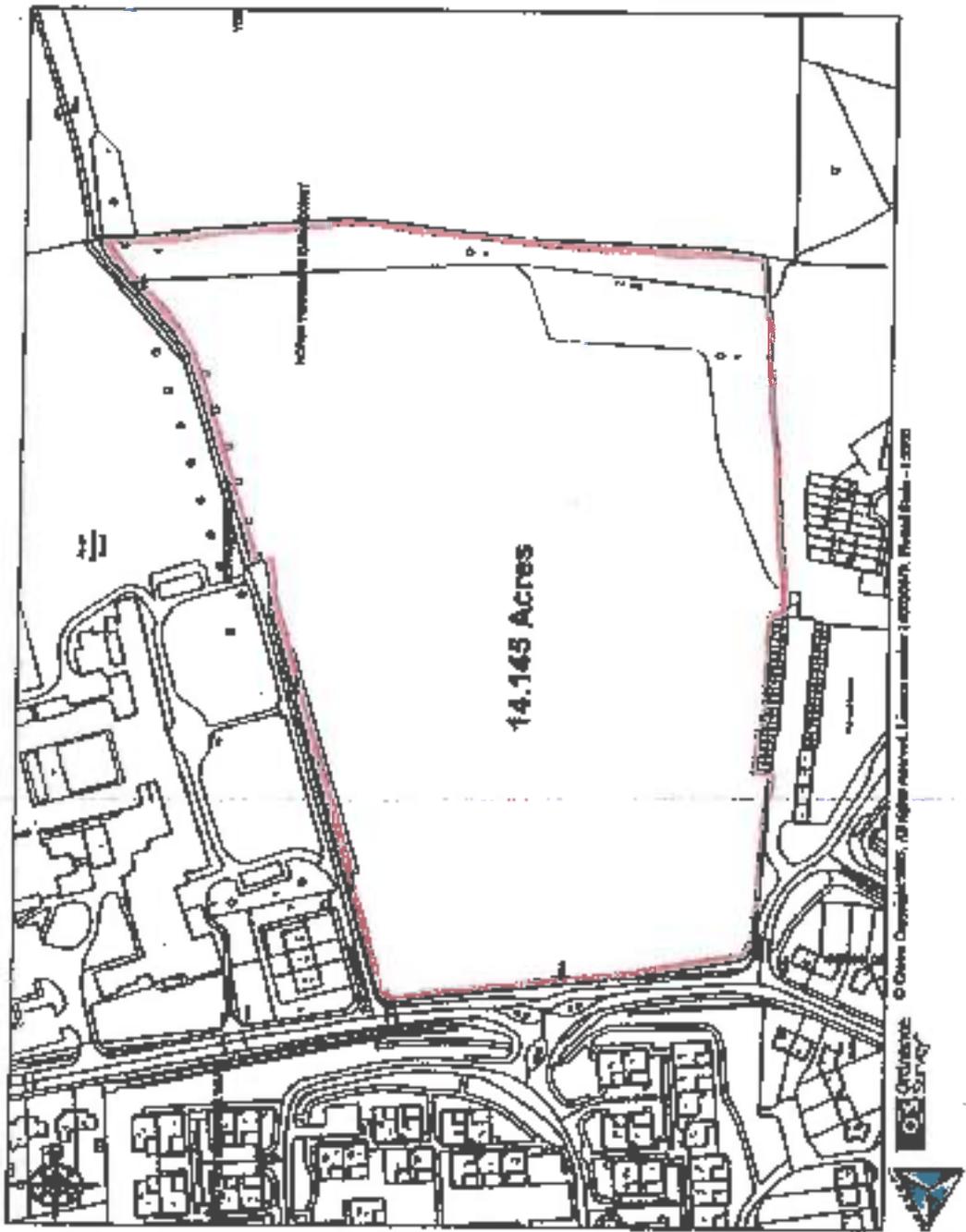
## **APPENDIX A**

### **Site Location Plan & Aerial Photograph**

## **AERIAL PHOTOGRAPH SHOWING SITE LOCATION**



**NE/L5 LAND EAST OF HAXBY ROAD, BEING THE OLD SCHOOL PLAYING FIELD, HAXBY ROAD, HUNTINGTON**

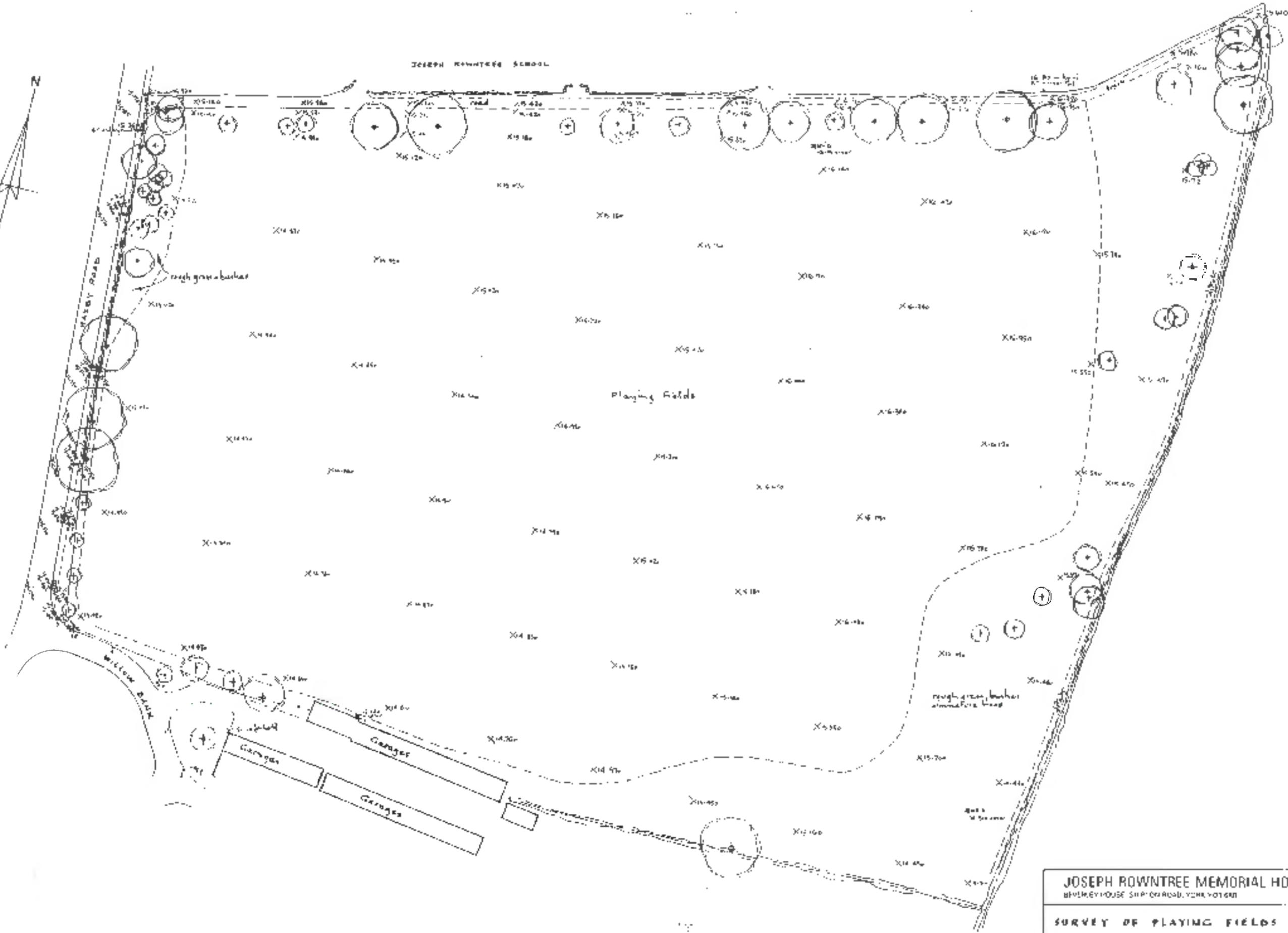




## **APPENDIX B**

### **Topographic Survey**

JOSEPH ROWNTREE SCHOOL



rough grass bushes

Playing Fields

Gardens

Gardens

Gardens

rough grass bushes

<b>JOSEPH ROWNTREE MEMORIAL HOUSING TRUST</b>	
BEVERLY HOUSE SHIP OUN ROAD, YORK YO1 6AN	
Tel 0904 2141	
Scale	1:500
Date	May 1988
Drawn by	J.P.P.
Checked by	
Project No.	1704/1

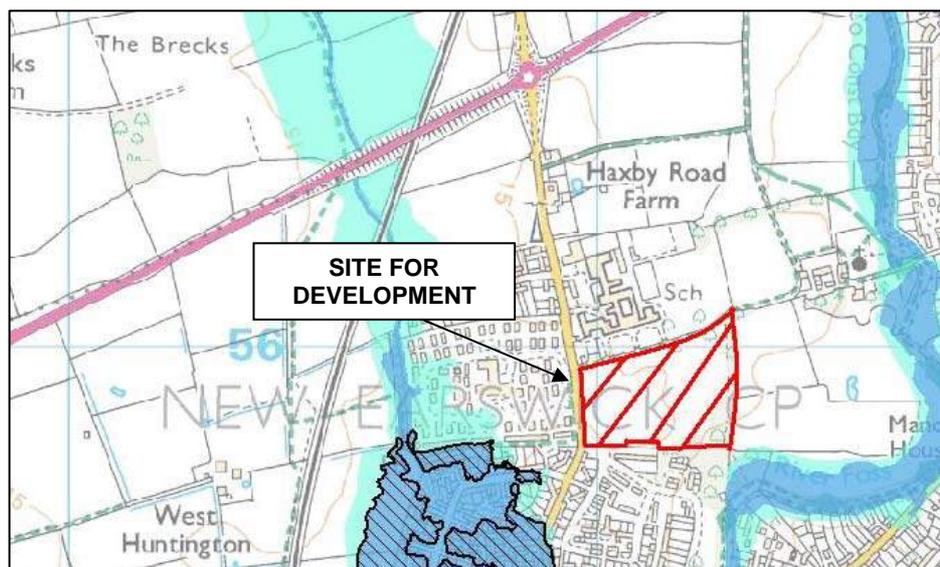


## **APPENDIX C**

### **Environment Agency's Flood Outline Map**

## FLOOD OUTLINE MAP

(Source:- Environment Agency Website January 2014)



-  Flooding from rivers or sea without defences
-  Extent of extreme flood
-  Flood defences
-  Areas benefiting from flood defences

## **APPENDIX D**

### **Surface Water Storage Calculations**

341 Beverley Road

35335 New Earlewick

Hull

Playing Fields Site

HNS 110

1st year

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Summary of Results for 1 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m <sup>3</sup> )	Status
15 min Summer	100.677	0.677	5.2	198.0	OK
30 min Summer	100.752	0.752	5.2	251.9	OK
60 min Summer	100.823	0.823	5.2	316.3	OK
120 min Summer	100.898	0.898	5.2	377.8	OK
180 min Summer	100.922	0.922	5.2	412.9	OK
240 min Summer	100.944	0.944	5.2	435.8	OK
360 min Summer	100.968	0.968	5.2	452.3	OK
480 min Summer	100.975	0.975	5.2	451.6	OK
600 min Summer	100.978	0.978	5.2	451.1	OK
720 min Summer	100.974	0.974	5.2	450.6	OK
960 min Summer	100.958	0.958	5.2	440.1	OK
1440 min Summer	100.953	0.953	5.2	445.4	OK
2160 min Summer	100.935	0.935	5.2	424.6	OK
2880 min Summer	100.911	0.911	5.2	401.3	OK
4320 min Summer	100.890	0.890	5.2	360.1	OK
5760 min Summer	100.874	0.874	5.2	298.8	OK
7200 min Summer	100.746	0.746	5.2	250.1	OK

Storm Event	Rain (mm/hr)	Temp-Depth (mins)
15 min Summer	25.351	16
30 min Summer	19.105	34
60 min Summer	12.854	64
120 min Summer	7.480	122
180 min Summer	5.634	180
240 min Summer	4.559	242
360 min Summer	3.448	362
480 min Summer	2.794	480
600 min Summer	2.373	600
720 min Summer	2.077	715
960 min Summer	1.653	825
1440 min Summer	1.252	1330
2160 min Summer	0.932	1976
2880 min Summer	0.756	2830
4320 min Summer	0.562	2720
5760 min Summer	0.455	2512
7200 min Summer	0.387	4255



Summary of Results for 1 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (L/s)	Max Volume (m <sup>3</sup> )	Status
0600 min Summer	100.587	0.587	5.2	205.5	O K
10000 min Summer	100.627	0.627	5.2	165.1	O K
15 min Winter	100.711	0.711	5.2	222.7	O K
30 min Winter	100.751	0.751	5.2	286.9	O K
60 min Winter	100.807	0.807	5.2	356.5	O K
120 min Winter	100.927	0.927	5.2	428.5	O K
180 min Winter	100.975	0.975	5.2	470.5	O K
240 min Winter	101.000	1.000	5.2	498.9	O K
300 min Winter	101.030	1.030	5.2	534.7	O K
360 min Winter	101.049	1.049	5.2	550.4	O K
600 min Winter	101.049	1.049	5.2	558.1	O K
720 min Winter	101.051	1.051	5.2	563.3	O K
960 min Winter	101.096	1.096	5.2	554.0	O K
1440 min Winter	101.024	1.024	5.2	527.1	O K
2160 min Winter	100.997	0.997	5.2	495.9	O K
2880 min Winter	100.964	0.964	5.2	458.0	O K
4320 min Winter	100.884	0.884	5.2	373.6	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
0600 min Summer	0.339	5016
10000 min Summer	0.303	5744
15 min Winter	29.361	19
30 min Winter	19.105	33
60 min Winter	12.064	62
120 min Winter	7.489	122
180 min Winter	5.634	180
240 min Winter	4.599	230
300 min Winter	3.448	304
360 min Winter	2.799	470
600 min Winter	2.373	584
720 min Winter	2.077	664
960 min Winter	1.683	912
1440 min Winter	1.252	1154
2160 min Winter	0.992	1670
2880 min Winter	0.756	2076
4320 min Winter	0.562	2940

Alan Wood & Partners

341 Beverley Road

East

PO5 1JG

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Winfree Computing Ltd

3533 New Earlwick

Playing Fields Site

1st year

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Page 3



Summary of Results for 1 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m <sup>3</sup> )	Status
5760 min Winter	100.795	0.795	5.2	231.1	OK
7200 min Winter	100.791	0.791	5.2	215.1	OK
8640 min Winter	100.599	0.599	5.2	147.6	OK
10080 min Winter	100.490	0.490	5.2	90.8	OK

Storm Event	Rain (mm/hr)	Time-Peak (mins)
5760 min Winter	0.455	3757
7200 min Winter	0.397	4536
8640 min Winter	0.339	5264
10080 min Winter	0.303	5856

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Business Computing Ltd

3533 New Earlswick

Playing Fields Site

1/1/1 year

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### Rainfall Details

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	1	Cv (Summer)	0.750
Region	England and Wales	Cv (Winter)	0.840
K1-60 (mm)	19.000	Shortest Storm (mins)	15
Patio P	0.400	Longest Storm (mins)	10000
Summer Storms	Yes	Climate Change %	+0

### Time / Area Diagram

Total Area (ha): 3.700

Time (mins)	Area (ha)
0-4	3.700

341 Beverley Road

35334 New Eastwick

Hk.11

Playing Fields Site

HCE 11.0

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Summary of Results for 100 year Return Period (+30%)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m <sup>3</sup> )	Status
15 min Summer	101.251	1.251	5.2	335.6	OK
30 min Summer	101.412	1.412	5.2	1095.4	OK
60 min Summer	101.562	1.562	5.2	1469.2	OK
120 min Summer	101.710	1.710	5.2	1641.6	OK
180 min Summer	101.796	1.796	5.2	1739.4	OK
240 min Summer	101.826	1.826	5.2	1906.0	OK
360 min Summer	101.856	1.856	5.2	2044.8	OK
480 min Summer	101.896	1.896	5.2	2143.2	OK
600 min Summer	102.045	2.045	5.2	2215.6	OK
720 min Summer	102.062	2.062	5.2	2240.2	OK
960 min Summer	102.125	2.125	5.2	2341.1	OK
1440 min Summer	102.190	2.190	5.2	2427.1	OK
2160 min Summer	102.201	2.201	5.2	2436.3	OK
2880 min Summer	102.196	2.196	5.2	2390.3	OK
4320 min Summer	102.055	2.055	5.2	2230.3	OK
5760 min Summer	101.876	1.876	5.2	2106.0	OK
7200 min Summer	101.914	1.914	5.2	2006.8	OK

Storm Event	Rain (mm/hr)	Time-Peak (min)
15 min Summer	121.269	19
30 min Summer	79.655	34
60 min Summer	49.937	60
120 min Summer	30.267	124
180 min Summer	22.297	184
240 min Summer	17.851	244
360 min Summer	12.957	364
480 min Summer	10.330	484
600 min Summer	8.659	604
720 min Summer	7.452	722
960 min Summer	5.959	962
1440 min Summer	4.304	1442
2160 min Summer	3.110	2160
2880 min Summer	2.466	2880
4320 min Summer	1.775	3844
5760 min Summer	1.405	4540
7200 min Summer	1.173	5256

341 Beverley Road

35331 New Barlow, UK

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Playing Fields Site

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Rainfree Computing Ltd

Source Control W.17.1



Summary of Results for 100 year Return Period (+30%)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (1/s)	Max Volume (m <sup>3</sup> )	Status
6640 min Summer	101.860	1.860	5.2	1716.7	O K
10000 min Summer	101.914	1.914	5.2	1621.0	O K
15 min Winter	101.316	1.316	5.2	756.5	O K
30 min Winter	101.488	1.488	5.2	1228.2	O K
60 min Winter	101.657	1.657	5.2	1522.5	O K
120 min Winter	101.821	1.821	5.2	1843.5	O K
180 min Winter	101.923	1.923	5.2	2023.0	O K
240 min Winter	101.999	1.999	5.2	2144.8	O K
360 min Winter	102.106	2.106	5.2	2305.7	O K
480 min Winter	102.189	2.189	5.2	2420.9	O K
600 min Winter	102.257	2.257	5.2	2506.8	O K
720 min Winter	102.314	2.314	5.2	2573.6	O K
960 min Winter	102.407	2.407	5.2	2689.8	O K
1440 min Winter	102.514	2.514	5.2	2775.2	O K
2160 min Winter	102.570	2.570	5.2	2825.7	O K
2880 min Winter	102.550	2.550	5.2	2811.5	O K
6320 min Winter	102.422	2.422	5.2	2660.1	O K

Storm Event	Rain (mm/hr)	Time-Peak (mins)
6640 min Summer	1.006	6348
10000 min Summer	0.989	6856
15 min Winter	123.259	19
30 min Winter	79.595	34
60 min Winter	49.957	64
120 min Winter	30.267	127
180 min Winter	22.297	192
240 min Winter	17.851	262
360 min Winter	12.957	360
480 min Winter	10.350	475
600 min Winter	8.655	596
720 min Winter	7.492	714
960 min Winter	5.959	932
1440 min Winter	4.300	1416
2160 min Winter	3.110	2116
2880 min Winter	2.465	2795
6320 min Winter	1.775	4103

341 Beverley Road

35575 New Eastwick

Hull

Playing Fields Site

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Source Control W.12.4



Summary of Results for 100 year Return Period (-30%)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m <sup>3</sup> )	Status
5760 min Winter	102.259	2.259	5.2	2510.0	C K
7200 min Winter	102.154	2.154	5.2	2377.7	C K
8640 min Winter	102.069	2.069	5.2	2251.8	C K
10080 min Winter	101.993	1.993	5.2	2130.7	C K

Storm Event	Rain (mm/hr)	Time-Soak (mins)
5760 min Winter	1.405	5296
7200 min Winter	1.371	5624
8640 min Winter	1.000	6560
10080 min Winter	0.889	7454

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347 Revelley Road

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2033, New Barwick

Playing Fields Site

1:100 year + CC

Designed By Jacob Sadley

Checked By

Source Control W.I.L.S

Page 4



Rainfall Details

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	100	Cv (Summer)	0.750
Region	England and Wales	Cv (Winter)	0.840
N1-60 (mm)	19.000	Shortest Storm (mins)	15
Ratio 2	0.400	Longest Storm (mins)	10080
Summer Storms	Yes	Climate Change ?	430

Time / Area Diagram

Total Area (ha) 3.700

Time (mins)	Area (ha)
----------------	--------------

0-5	3.700
-----	-------

## **Alan Wood & Partners**

**Hull Office  
(Registered Office)**  
341 Beverley Road  
Hull  
HU5 1LD

**Telephone**  
01482 442138  
**Facsimile**  
01482 448086

**Louth Office**  
Fairfield Enterprise Centre  
Lincoln Way  
Louth  
Lincolnshire  
LN11 0LS

**Telephone**  
01507 610784

**Email**  
[eng@alanwood.co.uk](mailto:eng@alanwood.co.uk)

**Website**  
[alanwood.co.uk](http://alanwood.co.uk)

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# City of York Local Plan Publication Draft 2018 Consultation response form 21 February – 4 April 2018

OFFICE USE ONLY:

ID reference:

**SID836**

This form has three parts: **Part A** Personal Details, **Part B** Your Representation and **Part C** How we will use your Personal Information

To help present your comments in the best way for the inspector to consider them, the Planning Inspectorate has produced this standard comment form for you to complete and return. We ask that you use this form because it structures your response in the way in which the inspector will consider comments at the Public Examination. Using the form to submit your comments also means that you can register your interest in speaking at the Examination.

**Please read the guidance notes and Part C carefully before completing the form. Please ensure you sign the form on page 6.**

Please fill in a separate part B for each issue/representation you wish to make. Any additional sheets must be clearly referenced. If hand writing, please write clearly in blue or black ink.

## Part A - Personal Details

Please complete in full; in order for the Inspector to consider your representations you must provide your name and postal address).

1. Personal Details		2. Agent's Details (if applicable)
Title	Rev. Sir	Ms
First Name	Timothy	Jennifer
Last Name	Forbes Adam	Hubbard
Organisation (where relevant)		Jennifer Hubbard BA (Hons)Town & Country Planning: Planning Consultant
Representing (if applicable)		
Address – line 1		Allonby House
Address – line 2		York Road
Address – line 3		North Duffield
Address – line 4		Selby
Address – line 5		
Postcode		YO8 5RU
E-mail Address		planning@jenniferhubbard.co.uk
Telephone Number		01757 288291

# Guidance note

## Where do I send my completed form?

Please return the completed form **by Wednesday 4 April 2018, up until midnight**

- To: FREEPOST RTEG-TYYU-KLTZ Local Plan, City of York Council, West Offices, Station Rise, York, YO1 6GA
- By email to: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

Electronic copies of this form are available to download at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or you can complete the form online at [www.york.gov.uk/consultations](http://www.york.gov.uk/consultations)

## What can I make comments on?

You can make representations on any part of the publication draft of the Local Plan, Policies Map or Sustainability Appraisal. Comments may also refer to the justification and evidence in the supporting technical papers. The purpose of this consultation is for you to say whether you think the plan is legally compliant and 'sound'. These terms are explained as you go through the response form.

## Do I have to use the response form?

Yes please. This is because further changes to the plan will be a matter for a Planning Inspector to consider and providing responses in a consistent format is important. For this reason, all responses should use this consultation response form. Please be as succinct as possible and **use one response form for each representation you wish to make** (topic or issue you wish to comment on). You can attach additional evidence to support your case, but please ensure that it is clearly referenced. It will be a matter for the Inspector to invite additional evidence in advance of, or during the Public Examination.

Additional response forms can be collected from the main council offices and the city's libraries, or you can download it from the council's website at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or use our online consultation form via <http://www.york.gov.uk/consultations>. However you choose to respond, in order for the inspector to consider your comments you must provide your name and address with your response.

## Can I submit representations on behalf of a group or neighbourhood?

Yes, you can. Where there are groups who share a common view on how they wish to see the plan modified, it would be very helpful for that group to send a single representation that represents that view, rather than for a large number of individuals to send in separate representations that repeat the same points. In such cases the group should indicate how many people it is representing; a list of their names and addresses, and how the representation has been agreed e.g. via a parish council/action group meeting; signing a petition etc. The representations should still be submitted on this standard form with the information attached. Please indicate in Part A of this form the group you are representing.

## Do I need to attend the Public Examination?

You can indicate whether at this stage you consider there is a need to present your representation at a hearing session during the Public Examination. You should note that Inspectors do not give any more weight to issues presented in person than written evidence. The Inspector will use his/her own discretion in regard to who participates at the Public Examination. All examination hearings will be open to the public.

## Where can I view the Local Plan Publication Consultation documents?

You can view the Local Plan Publication draft Consultation documents

- Online via our website [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan).
- City of York Council West Offices
- In all libraries in York.

# Part B - Your Representation

(Please use a separate Part B form for **each** issue to you want to raise)



## 3. To which document does your response relate? (Please tick one)

City of York Local Plan Publication Draft

Policies Map

Sustainability Appraisal/Strategic Environmental Assessment

## What does 'legally compliant' mean?

Legally compliant means asking whether or not the plan has been prepared in line with: statutory regulations; the duty to cooperate; and legal procedural requirements such as the Sustainability Appraisal (SA). Details of how the plan has been prepared are set out in the published Consultation Statements and the Duty to Cooperate Statement, which can be found at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan)

## 4. (1) Do you consider the document is Legally compliant?

Yes

No

## 4.(2) Do you consider that the document complies with the Duty to Cooperate?

Yes

No

## 4.(3) Please justify your answer to question 4.(1) and 4.(2)

## What does 'Sound' mean?

Soundness may be considered in this context within its ordinary meaning of 'fit for purpose' and 'showing good judgement'. The Inspector will use the Public Examination process to explore and investigate the plan against the National Planning Policy Framework's four 'tests of soundness' listed below. The scope of the Public Examination will be set by the key issues raised by responses received and other matters the Inspector considers to be relevant.

## What makes a Local Plan "sound"?

**Positively prepared** - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

**Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.

**Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities

**Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework

**5.(1) Do you consider the document is Sound?**

Yes  No

If yes, go to question 5.(4). If no, go to question 5.(2).

**5.(2) Please tell us which tests of soundness the document fails to meet:** (tick all that apply)

<b>Positively prepared</b>	<input checked="" type="checkbox"/>	<b>Justified</b>	<input checked="" type="checkbox"/>
<b>Effective</b>	<input checked="" type="checkbox"/>	<b>Consistent with national policy</b>	<input checked="" type="checkbox"/>

**5.(3) If you are making comments on whether the document is unsound, to which part of the document do they relate?**

(Complete any that apply)

Paragraph no.

Policy Ref.

Site Ref.

**5.(4) Please give reasons for your answers to questions 5.(1) and 5.(2)**

You can attach additional information but please make sure it is securely attached and clearly referenced to this question.

We have submitted representations at earlier stages of the (current) plan process seeking the redrafting of the outer green belt boundary to exclude Wheldrake, which lies well beyond the "about 6 mile" outer limit of the green belt established in saved Regional Spatial Strategy policy. In the alternative, we have proposed that land at Eastfield, Wheldrake should be either allocated for residential development in the Local Plan or identified as safeguarded land. Our previous submissions remain relevant and are attached, as follows:

- Representations dated 30th October 2017 with attachment.
- Representations dated 12<sup>th</sup> September 2016 with attachment

In relation to the history and details of the drafting of green belt boundaries during the current and previous Local Plan processes, we rely on the submissions of George Wright MA MRTPI, to which we have contributed.

In support of the need for additional housing sites to be allocated and safeguarded land to be identified, we attach general comments applicable to these and other representations (Statement headed "The Soundness of the Publication draft Local Plan").

**6. (1) Please set out what change(s) you consider necessary to make the City of York Local Plan legally compliant or sound, having regard to the tests you have identified at question 5 where this relates to soundness.**



You will need to say why this modification will make the plan legally compliant or sound. It will be helpful if you could put forward your suggested revised wording of any policy or text.

**Please note** your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

**After this stage, further representations will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

1. The Green Belt should be reduced to omit Wheldrake in its entirety. In the alternative –
2. The site identified as Site 752 on the plan attached to the previous representations dated 30<sup>th</sup> October 2017 and 12<sup>th</sup> September 2016 should be identified as safeguarded land in the Local Plan.

**7.(1). If your representation is seeking a change at question 6.(1), do you consider it necessary to participate at the hearing sessions of the Public Examination?** (tick one box only)

**No**, I do not wish to participate at the hearing session at the examination. I would like my representation to be dealt with by written representation

**Yes**, I wish to appear at the examination

If you have selected **No**, your representation(s) will still be considered by the independent Planning Inspector by way of written representations.

**7.(2). If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:**

Response set out in attached note.

**Please note:** the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the hearing session of the examination.

---

Representations must be received by Wednesday 4 April 2018, up until midnight.  
Representations received after this time will not be considered duly made.

# Part C - How we will use your Personal Information

We will only use the personal information you give us on this form in accordance with the Data Protection Act 1998 (and any successor legislation) to inform the Local Plan process.

We only ask for what personal information is necessary for the purposes set out in this privacy notice and we will protect it and make sure nobody has access to it who shouldn't.

City of York Council does not pass personal data to third parties for marketing, sales or any other commercial purposes without your prior explicit consent.

As part of the Local Plan process copies of representations made in response to this consultation including your personal information must be made available for public inspection and published on the Council's website; they cannot be treated as confidential or anonymous and will be available for inspection in full. Copies of all representations must also be provided to the Planning Inspectorate as part of the submission of the City of York Local Plan.<sup>1</sup>

## Storing your information and contacting you in the future:

The information you provide on this form will be stored on a database used solely in connection with the Local Plan. If you have previously responded as part of the consultation on the York Local Plan (previously Local Development Framework prior to 2012), your details are already held on the database. This information is required to be stored by the Council as it must be submitted to the Planning Inspectorate to comply with the law.<sup>1</sup> The Council must also notify those on the database at certain stages of plan preparation under the Regulations.<sup>2</sup>

## Retention of Information

We will only keep your personal information for as long as is necessary and when we no longer have a need to keep it, we will delete or destroy it securely. The Local Planning Authority is required to retain your information during the plan making process. The information you submit relating to the Local Plan can only cease to be made available 6 weeks after the date of the formal adoption of the Plan.<sup>3</sup>

## Your rights

To find out about your rights under the Data Protection Act 1998 (and any successor legislation), you can go to the Information Commissioners Office (ICO) <https://ico.org.uk/for-the-public/>

If you have any questions about this Privacy Notice, your rights, or if you have a complaint about how your information has been used or how long we have kept it for, please contact the Customer Feedback Team at [haveyoursay@york.gov.uk](mailto:haveyoursay@york.gov.uk) or on [01904 554145](tel:01904554145)

Signature

Date

04.04.2018

<sup>1</sup> Section 20(3) Planning & Compulsory Purchase Act 2004 Regulations 17,22, 35 & 36 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>2</sup> Regulation 19 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>3</sup> Regulation 35 Town and Country Planning (Local Planning) England) Regulations 2012

# City of York Local Plan



## Local Plan Pre-Publication draft (Regulation 18 Consultation, Sept 2017) Comments Form

Responses on this form should only relate to the sites, policies and information set out in the Pre Publication draft Consultation documents. We will seek your views on the Publication Local Plan early in 2018. Comments made on previous stages of the Plan will be taken into account.

We will use the information you provide us with to inform the next stage of the Local Plan and a summary of your comments will be published. A full copy of your comments (excluding personal information) will also be placed on the Council's website. Any personal information provided will be kept in accordance with the Data Protection Act 1998. If the Council is asked an enquiry under the Freedom of Information Act or the Environmental Information Regulations then we will only disclose information we have been provided with in accordance with the relevant legislation.

- All responses should be returned by midnight on Monday 30<sup>th</sup> October 2017 so that we can take your views into account.
- Please complete a separate form for each issue and/or site/s you are commenting upon.

Please **complete all sections** of the form in **BLOCK CAPITALS**. It's important that you complete **section 3 consent**

SECTION 1: YOUR PERSONAL and CONTACT DETAILS			
Name	JENNIFER HUBBARD		
Organisation <i>(if relevant)</i>	JENNIFER HUBBARD TOWN PLANNING CONSULTANT		
Representing <i>(if relevant)</i>	THE REV. SIR T FORBES ADAM		
Address	ALLONBY HOUSE YORK ROAD NORTH DUFFIELD SELBY		
	Postcode	Y08 5RU	
Telephone	01757 288291		
Email	planning@jenniferhubbard.co.uk		
Signature		Date	30.10.17

**SECTION 2: YOUR COMMENTS**

Site/Policy reference	LAND AT EAST FIELD, WHELDRAKE (SITE REFERENCE 752 AT FURTHER SITES CONSULTATION JUNE 2014)		
Page number (please specify which document e.g. main document or which supporting document when stating page number)			
Objection	<input checked="" type="checkbox"/>	Support	General Comment

**Comments**

Please continue on a separate sheet if necessary, noting the document/page/site/policy reference to which you are responding.

SEE SEPARATE SHEET.

**SECTION 3: CONSENT – PLEASE COMPLETE**

<b>Please tick this box if you consent to the council using your information as stated above. We will be unable to use the information you give us without your consent.</b>	<input checked="" type="checkbox"/>
I do give permission for the City of York Council to contact me with information on the further stages of the Local Plan production and other planning policy documents for York (Please tick)	<input checked="" type="checkbox"/>

To find out more about what the Council does with your personal information, [www.york.gov.uk/privacy](http://www.york.gov.uk/privacy)

If you have any queries, please contact us:

Tel: (01904) 552255

E-mail: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

Please return completed forms (no stamp required) to:  
**FREEPOST RTEG-TYYU-KLTZ**  
 Local Plan  
 City of York Council  
 West Offices  
 Station Rise  
 York  
 YO1 6GA

**Deadline midnight 30<sup>th</sup> October 2017**

How did you hear about this consultation?

BY E-MAIL FROM CYC

Do you have any general comments on this consultation process?

Site/Policy reference	LAND AT EAST FIELD, WHELDRAKE (SITE REFERENCE 752 AT FURTHER SITES CONSULTATION JUNE 2014)
Page number (please specify which document e.g. main document or which supporting document when stating page number)	

## COMMENTS

We make 2 submissions, here, in the alternative.

1. Our general comments on the absence of safeguarded land were submitted in response to the September 2016 consultation. We included with those comments the officer response to our earlier submissions at the further sites consultation stage (June 2014), which are attached for convenience. The tight inner and inset green belt boundaries now proposed are unjustified in relation to the latest OAN and increased housing needs derived from the recently published national methodology for assessing housing requirements. There is no flexibility within the draft Plan for contingencies (unforeseen circumstances or developments), under (or late) delivery from allocated housing sites – and so on.
2. Draft Policy DP1 York Sub Area proposes an outer boundary for the green belt 6 miles from the city centre (i.e. differing from the “about 6 miles” as set out in RSS saved policy). The whole of Wheldrake lies more than 6 miles from the city centre. No justification is provided for extending the green belt to include the village. Accordingly, the outer boundary in this area should be re-drawn. In addition to making the Plan internally consistent, this would provide an opportunity to allocate the land at East Field (previous reference 752) for residential development now (consistent with NPPF paragraph 84 – last line – and with the Plan’s objective of meeting all its development needs within York’s administrative boundary): failing that, the site could remain unallocated but available to meet housing needs arising in the future without requiring a review of green belt policy. The site fulfils none of the 5 green belt purposes (see attached officer appraisal), nor does any other open undeveloped land surrounding Wheldrake.

The Plan as currently drafted is neither justified nor consistent with national policy in respect of the green belt proposals affecting Wheldrake – i.e. the green belt should not extend as far as the village. In the alternative, it is demonstrably not necessary to include the site at East Field in the green belt (NPPF paragraph 85 second bullet point).

<b>Site ref: 752</b>		<b>Site Name:</b>	
<b>Allocation Ref: N/a</b>		<b>East Field, Wheldrake</b>	
<small>Ordnance Survey © City of York Council Licence No. 1000 20014 Produced by Farnley Planning</small>			
<b>Site size:</b>	4.9ha		
<b>Officer Comments:</b>	Wheldrake has one draft housing allocation that was proposed in the preferred options consultation. This site was submitted as a new potential housing site in the Local Plan Preferred Options Consultation. The site is not within any of the areas of primary constraints which are designed to; protect the		

	<p>districts heritage and environmental assets, and ensure flood risk is properly managed.</p> <p>The safeguarded land site proposed will provide an opportunity to consider limited growth of the village in the longer term.</p> <p>The site does not fulfil the five purposes for including land in the green belt. The shape and form of the allocation is within the grain of the existing settlement</p> <p>The southern and western boundaries of the site are the existing developed edge of the village at Derwent Park. The north and east boundaries are existing field boundaries with some hedgerows.</p>
<b>Recommendation:</b>	To include the site as safeguarded land within the Local Plan

# City of York Local Plan



## Local Plan Preferred Sites Consultation Comments Form

Responses on this form should only relate to the sites and / or information set out in the Preferred Sites Consultation documents. We will seek your views on the Publication Local Plan early in 2017. Comments made on previous stages on the Plan will be taken into account.

We will use the information you provide us to inform the next stage of the Local Plan and a summary of your comments will be published. A full copy of your comments (excluding personal information) will also be placed on the Council's website. Any personal information provided will be kept in accordance with the Data Protection Act 1998. If the Council is asked an enquiry under the Freedom of Information Act or the Environmental Information Regulations then we will only disclose information we have been provided with in accordance with the relevant legislation.

- All responses should be returned by 5pm on Monday 12<sup>th</sup> September 2016 so that we can take your views into account.
- Please complete a separate form for each issue and/or site/s you are commenting upon.

Please **complete all sections** of the form in BLOCK CAPITALS.

Are you commenting on:

Housing Growth

Employment Growth

Specific Sites

### SECTION 1: YOUR SITE COMMENTS

Site Name	LAND AT EAST FIELD, WHELDRAKE
Site Reference	FORMER SITE REFERENCE 752
Page number (please specify which document e.g. main document or which supporting document when stating page number)	MAIN DOCUMENT PP14-15

Please continue on a separate sheet if necessary, noting the document/page/site reference to which you are responding.

### Your Comments

On behalf of the landowner, we object to the current proposals not to provide safeguarded land within the emerging Local Plan.

Discrete submissions have been lodged by Nathaniel Lichfield & Partners (LNP) on behalf of a consortium of housebuilders, developers and landowners concerning the current proposals for meeting York's future housing needs. The LNP submissions<sup>1</sup> have been made available to us and we have permission to refer to them in these representations. In many fundamental issues, the NLP submissions re-state concerns we have previously raised, on many occasions, during earlier Local Plan processes in general terms and in relation to specific sites, namely:

- i. The current (and previous) exercises fail to identify a clear, coherent and justified – or any – spatial strategy for the City. The reasons for this are well recorded and are largely a consequence of the constantly changing political balance within the Council. The outcome, however, unless resolved by an agreed Local Plan strategy is likely to go to the soundness of the Plan.
- ii. The OAN for housing and the housing supply as currently assessed by the Council fail to follow national guidance: the OAN has been under-estimated and the supply over-estimated.
- iii. In consequence of (ii) the failure to identify safeguarded land puts the Plan at risk.

We rely on but do not repeat in detail the general conclusions of the NLP submissions in support of this objection.

Against this background, our general concerns about the Council's approach to housing supply and delivery may be summarised as follows:

1. The risk to the Local Plan as a whole as a consequence of proposals not to provide safeguarded land.

It is telling that at both the York Local Plan Working Group meeting on 27<sup>th</sup> June 2016 and the subsequent meeting of the Council's Executive on 30<sup>th</sup> June when the Consultation document was discussed and endorsed as a basis for consultation, Members queried whether a risk assessment had been carried out and whether the lack of safeguarded land would result in the Plan being found unsound by an Examination Inspector. The questions were not satisfactorily answered but Officers indicated to Members that further risk assessment work would be carried out during and following the current consultation exercise. At the very least, this suggests that Officers themselves (as well as Members) are aware of the potential implications for the soundness of the Plan of abandoning the concept of safeguarded land.

It is accepted that providing safeguarded land is not an absolute requirement of national planning policy. Nevertheless, paragraph 83 of the National Planning Policy Framework is clear as to the approach to be taken in the identification of green belt boundaries and the timescales Planning Authorities should have in mind when undertaking this exercise for the first time. Any Local Plan which sets this advice aside without exceptional justification is at risk of being found unsound. A 20 year green belt – as is now envisaged – falls far short of the "life" we believe is expected in (very long established) national policy where a 20 year period before review is seen as a minimum. Furthermore, in our view, previous incarnations of emerging Local Plans for the City have consistently failed to heed national advice which makes it clear that green belt boundaries should be defined so as *not* [to] *include land which it is unnecessary to keep permanently open*. In effect, green belt has been seen as a residual policy – and still is. The current proposals to omit

<sup>1</sup> Letter to CYC of 2<sup>nd</sup> September 2016 and technical appendices

safeguarded land only serve to emphasise the flawed approach.

2. The risks to the soundness of the Plan are exacerbated by the significant reduction in the housing requirement as currently assessed.
3. The risk is further compounded by the – in our view – over-reliance on housing delivery from (in particular) York Central and Whinthorpe – the latter allocation now proposed to be increased in size. In our view, the current proposals are over-reliant on these two sites in two ways – first, in relation to the quantum of housing that the sites will deliver and, second, in relation to the lead-in time necessary before meaningful numbers of house completions can occur. These points have been raised repeatedly by a wide range of developers and agents, but remain ignored by the Council.
4. In order to redress the year-on-year shortfall in housing completions within a realistic timescale, it is essential that as many as possible small and medium sized sites are brought forward immediately to engage as wide a cross-section of the housebuilding industry as possible. The current proposals under consultation will have the opposite effect of reducing opportunities for housing delivery.

#### The suitability of Wheldrake for further residential development in the medium – long term

Wheldrake is a sustainable rural settlement with a wide range of services and facilities including a primary school, church, shop, village hall and playing fields. There is also a regular bus service. The sustainability of Wheldrake has been acknowledged in earlier versions of the draft Local Plan and the current consultation continues to propose additional land for residential development within the plan period.

There has been little new residential development in the village in recent years due to green belt constraints. In consequence there has been little opportunity for Wheldrake-based newly formed households to find accommodation in the village or to allow existing families to upsize or downsize.

In recent years Wheldrake has lost one public house and, anecdotally, there are concerns about the viability of the remaining pub (similarly the remaining public house at Thorganby and within the last 18 months, the Ferryboat Inn also at Thorganby has closed for business). Again, anecdotally, the loss of these public houses is said to be a combination of changes in drinking habits but more particularly to new and upgraded facilities becoming available principally in the more accessible A19 corridor.

Similarly, the future of the bus service is uncertain. The service runs from Holme on Spalding Moor to York, describing a wide loop through Thorganby and Wheldrake which adds considerably to journey times. Holme on Spalding Moor and Bubwith are “growth” villages in the East Riding of Yorkshire’s Development Plan: North Duffield is a “growth” village in Selby’s Core Strategy. Thorganby is a secondary village where only very limited development is envisaged.

The continued modest though steady growth of Wheldrake is therefore essential to provide for locally-generated needs and to continue to provide support for local services and facilities, including the bus service.

The location and shape of the site will enable it to be developed in a manner which is entirely consistent with the grain and general layout of the village.

In our submissions of 31<sup>st</sup> July 2013 concerning this site it was indicated that a national volume housebuilder had expressed interest in securing an option for its longer term development. Due to uncertainties concerning the timescale for the adoption of the Local Plan, no option arrangements have been concluded but that developer and another national housebuilder active in the York area remain interested in developing the site in due course.

The landowner's proposals

The Council should reconsider the highly risky strategy of not providing safeguarded land and having done so, the land at Wheldrake identified on the attached plan should be so designated for the reasons stated above (and, for the avoidance of doubt for the reasons contained in the submissions of LNP). The text accompanying the plan, which is an extract from Appendix 6 to the Council's Further Sites Consultation of June 2014 confirms that the site is free from technical constraints and, importantly, that it does not fulfil any of the 5 purposes of including land in the green belt. On this ground alone, the site should be excluded from the green belt consistent with national policy (see Point 1 above).

**SECTION 2: YOUR PERSONAL and CONTACT DETAILS**

Name	JENNIFER HUBBARD		
Organisation <i>(if relevant)</i>	PLANNING CONSULTANT		
Representing <i>(if relevant)</i>	THE REV. SIR T FORBES ADAM		
Address	C/O ALLONBY HOUSE YORK ROAD NORTH DUFFIELD SELBY NORTH YORKSHIRE		
	Postcode	YO8 5RU	
Telephone	01757 288291		
Email	planning@jenniferhubbard.co.uk		
Signature		Date	12 <sup>th</sup> September 2016

To find out more about what the Council does with your personal information,  
[www.york.gov.uk/privacy](http://www.york.gov.uk/privacy)

If you have any queries, please contact us:

Tel: (01904) 552255

E-mail: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

Please return completed forms  
(no stamp required) to:  
FREEPOST RTEG-TYYU-KLTZ

Local Plan

City of York Council

West Offices

Station Rise

York

YO1 6GA

**Deadline 5pm 12<sup>th</sup> September 2016**

How did you hear about this consultation?

From Planning Officers

Do you have any general comments on this consultation process?

Whilst accepting that the purpose of the consultation exercise is to move the Local Plan process forward, the currently proposed suite of development sites does not comprise a coherent spatial strategy informed by a robust evidence base. The Council will need to be able to justify the strategy of the submission version of the Plan at Examination.

### SECTION 3: CONSENT

I give permission for the City of York Council to contact me with information on the further stages of the Local Plan production and other planning policy documents for York. (Please tick)



I give permission for the City of York Council to use the information I have provided, for the stated purposes of this consultation. (Please tick).



<b>Site ref:</b> 752		<b>Site Name:</b>	
<b>Allocation Ref:</b> N/a		<b>East Field, Wheldrake</b>	
<small>Ordnance Survey. City of York Council. Licence No: 1000 2014. Produced by Farners Planning</small>			
<b>Site size:</b>	4.9ha		
<b>Officer Comments:</b>	Wheldrake has one draft housing allocation that was proposed in the preferred options consultation. This site was submitted as a new potential housing site in the Local Plan Preferred Options Consultation. The site is not within any of the areas of primary constraints which are designed to; protect the		

	<p>districts heritage and environmental assets, and ensure flood risk is properly managed. The safeguarded land site proposed will provide an opportunity to consider limited growth of the village in the longer term.</p> <p>The site does not fulfil the five purposes for including land in the green belt. The shape and form of the allocation is within the grain of the existing settlement</p> <p>The southern and western boundaries of the site are the existing developed edge of the village at Derwent Park. The north and east boundaries are existing field boundaries with some hedgerows.</p>
<b>Recommendation:</b>	To include the site as safeguarded land within the Local Plan

# City of York Local Plan Publication Draft 2018 Consultation response form 21 February – 4 April 2018

**OFFICE USE ONLY:**

ID reference:

This form has three parts: **Part A** Personal Details, **Part B** Your Representation and **Part C** How we will use your Personal Information

To help present your comments in the best way for the inspector to consider them, the Planning Inspectorate has produced this standard comment form for you to complete and return. We ask that you use this form because it structures your response in the way in which the inspector will consider comments at the Public Examination. Using the form to submit your comments also means that you can register your interest in speaking at the Examination.

**Please read the guidance notes and Part C carefully before completing the form. Please ensure you sign the form on page 6.**

Please fill in a separate part B for each issue/representation you wish to make. Any additional sheets must be clearly referenced. If hand writing, please write clearly in blue or black ink.

## Part A - Personal Details

Please complete in full; in order for the Inspector to consider your representations you must provide your name and postal address).

1. Personal Details		2. Agent's Details (if applicable)
Title		Ms
First Name		Jennifer
Last Name		Hubbard
Organisation (where relevant)	Escrick Park Estate	Jennifer Hubbard BA (Hons)Town & Country Planning: Planning Consultant
Representing (if applicable)		
Address – line 1	Escrick Park	Allonby House
Address – line 2	The Estate Office	York Road
Address – line 3	York	North Duffield
Address – line 4		Selby
Address – line 5		
Postcode	YO19 6EA	YO8 5RU
E-mail Address		planning@jenniferhubbard.co.uk
Telephone Number		01757 288291

Representations must be received by Wednesday 4 April 2018, up until midnight.  
Representations received after this time will not be considered duly made.

# Guidance note

## Where do I send my completed form?

Please return the completed form **by Wednesday 4 April 2018, up until midnight**

- To: FREEPOST RTEG-TYYU-KLTZ Local Plan, City of York Council, West Offices, Station Rise, York, YO1 6GA
- By email to: [localplan@york.gov.uk](mailto:localplan@york.gov.uk)

Electronic copies of this form are available to download at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or you can complete the form online at [www.york.gov.uk/consultations](http://www.york.gov.uk/consultations)

## What can I make comments on?

You can make representations on any part of the publication draft of the Local Plan, Policies Map or Sustainability Appraisal. Comments may also refer to the justification and evidence in the supporting technical papers. The purpose of this consultation is for you to say whether you think the plan is legally compliant and 'sound'. These terms are explained as you go through the response form.

## Do I have to use the response form?

Yes please. This is because further changes to the plan will be a matter for a Planning Inspector to consider and providing responses in a consistent format is important. For this reason, all responses should use this consultation response form. Please be as succinct as possible and **use one response form for each representation you wish to make** (topic or issue you wish to comment on). You can attach additional evidence to support your case, but please ensure that it is clearly referenced. It will be a matter for the Inspector to invite additional evidence in advance of, or during the Public Examination.

Additional response forms can be collected from the main council offices and the city's libraries, or you can download it from the council's website at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan) or use our online consultation form via <http://www.york.gov.uk/consultations>. However you choose to respond, in order for the inspector to consider your comments you must provide your name and address with your response.

## Can I submit representations on behalf of a group or neighbourhood?

Yes, you can. Where there are groups who share a common view on how they wish to see the plan modified, it would be very helpful for that group to send a single representation that represents that view, rather than for a large number of individuals to send in separate representations that repeat the same points. In such cases the group should indicate how many people it is representing; a list of their names and addresses, and how the representation has been agreed e.g. via a parish council/action group meeting; signing a petition etc. The representations should still be submitted on this standard form with the information attached. Please indicate in Part A of this form the group you are representing.

## Do I need to attend the Public Examination?

You can indicate whether at this stage you consider there is a need to present your representation at a hearing session during the Public Examination. You should note that Inspectors do not give any more weight to issues presented in person than written evidence. The Inspector will use his/her own discretion in regard to who participates at the Public Examination. All examination hearings will be open to the public.

## Where can I view the Local Plan Publication Consultation documents?

You can view the Local Plan Publication draft Consultation documents

- Online via our website [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan).
- City of York Council West Offices
- In all libraries in York.

# Part B - Your Representation

(Please use a separate Part B form for **each** issue to you want to raise)



## 3. To which document does your response relate? (Please tick one)

City of York Local Plan Publication Draft

Policies Map

Sustainability Appraisal/Strategic Environmental Assessment

## What does 'legally compliant' mean?

Legally compliant means asking whether or not the plan has been prepared in line with: statutory regulations; the duty to cooperate; and legal procedural requirements such as the Sustainability Appraisal (SA). Details of how the plan has been prepared are set out in the published Consultation Statements and the Duty to Cooperate Statement, which can be found at [www.york.gov.uk/localplan](http://www.york.gov.uk/localplan)

## 4. (1) Do you consider the document is Legally compliant?

Yes

No

## 4.(2) Do you consider that the document complies with the Duty to Cooperate?

Yes

No

## 4.(3) Please justify your answer to question 4.(1) and 4.(2)

See attached Statement.

## What does 'Sound' mean?

Soundness may be considered in this context within its ordinary meaning of 'fit for purpose' and 'showing good judgement'. The Inspector will use the Public Examination process to explore and investigate the plan against the National Planning Policy Framework's four 'tests of soundness' listed below. The scope of the Public Examination will be set by the key issues raised by responses received and other matters the Inspector considers to be relevant.

## What makes a Local Plan "sound"?

**Positively prepared** - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

**Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.

**Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities

**Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework

**5.(1) Do you consider the document is Sound?**Yes No 

If yes, go to question 5.(4). If no, go to question 5.(2).

**5.(2) Please tell us which tests of soundness the document fails to meet:** (tick all that apply)**Positively prepared** **Justified** **Effective** **Consistent with  
national policy** **5.(3) If you are making comments on whether the document is unsound, to which part of the document do they relate?**

(Complete any that apply)

Paragraph  
no.Policy  
Ref.

See below

Site Ref.

**5.(4) Please give reasons for your answers to questions 5.(1) and 5.(2)**

You can attach additional information but please make sure it is securely attached and clearly referenced to this question.

Policy reference

These representations relate to the green belt boundary and to the non-allocation of land for residential development north of Escrick.

Please see attached Statement for reasons.

**6. (1) Please set out what change(s) you consider necessary to make the City of York Local Plan legally compliant or sound, having regard to the tests you have identified at question 5 where this relates to soundness.**



You will need to say why this modification will make the plan legally compliant or sound. It will be helpful if you could put forward your suggested revised wording of any policy or text.

**Please note** your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations based on the original representation at publication stage.

**After this stage, further representations will be only at the request of the Inspector, based on the matters and issues he/she identifies for examination.**

The green belt boundary should be re-drawn to follow the road leading to the former North Selby Mine and the land between the mine road and Escrick village, as defined in the attached submissions should be allocated for residential development in total or in part and, if the latter, the balance should be identified as safeguarded land.

**7.(1). If your representation is seeking a change at question 6.(1), do you consider it necessary to participate at the hearing sessions of the Public Examination?** (tick one box only)

**No**, I do not wish to participate at the hearing session at the examination. I would like my representation to be dealt with by written representation

**Yes**, I wish to appear at the examination

If you have selected **No**, your representation(s) will still be considered by the independent Planning Inspector by way of written representations.

**7.(2). If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:**

Response set out in attached note.

**Please note:** the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the hearing session of the examination.

# Part C - How we will use your Personal Information

We will only use the personal information you give us on this form in accordance with the Data Protection Act 1998 (and any successor legislation) to inform the Local Plan process.

We only ask for what personal information is necessary for the purposes set out in this privacy notice and we will protect it and make sure nobody has access to it who shouldn't.

City of York Council does not pass personal data to third parties for marketing, sales or any other commercial purposes without your prior explicit consent.

As part of the Local Plan process copies of representations made in response to this consultation including your personal information must be made available for public inspection and published on the Council's website; they cannot be treated as confidential or anonymous and will be available for inspection in full. Copies of all representations must also be provided to the Planning Inspectorate as part of the submission of the City of York Local Plan.<sup>1</sup>

## Storing your information and contacting you in the future:

The information you provide on this form will be stored on a database used solely in connection with the Local Plan. If you have previously responded as part of the consultation on the York Local Plan (previously Local Development Framework prior to 2012), your details are already held on the database. This information is required to be stored by the Council as it must be submitted to the Planning Inspectorate to comply with the law.<sup>1</sup> The Council must also notify those on the database at certain stages of plan preparation under the Regulations.<sup>2</sup>

## Retention of Information

We will only keep your personal information for as long as is necessary and when we no longer have a need to keep it, we will delete or destroy it securely. The Local Planning Authority is required to retain your information during the plan making process. The information you submit relating to the Local Plan can only cease to be made available 6 weeks after the date of the formal adoption of the Plan.<sup>3</sup>

## Your rights

To find out about your rights under the Data Protection Act 1998 (and any successor legislation), you can go to the Information Commissioners Office (ICO) <https://ico.org.uk/for-the-public/>

If you have any questions about this Privacy Notice, your rights, or if you have a complaint about how your information has been used or how long we have kept it for, please contact the Customer Feedback Team at [haveyoursay@york.gov.uk](mailto:haveyoursay@york.gov.uk) or on [01904 554145](tel:01904554145)

Signature

Date

04.04.2018

<sup>1</sup> Section 20(3) Planning & Compulsory Purchase Act 2004 Regulations 17,22, 35 & 36 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>2</sup> Regulation 19 Town and Country Planning (Local Planning) England) Regulations 2012

<sup>3</sup> Regulation 35 Town and Country Planning (Local Planning) England) Regulations 2012

**CITY OF YORK LOCAL PLAN PUBLICATION DRAFT 2018  
SUBMISSIONS ON BEHALF OF ESCRICK PARK ESTATE**

**Response to Questions 4.(3) and 5.(4)**

**Response to Question 4.(3)**

The subject site has been identified for part residential development and part safeguarded land in an earlier iteration of the current Local Plan. Its allocation for residential development is supported by Deighton Parish Council, in whose area the site lies, and has been referred to by Escrick Parish Council as “the least worst option” for development. Escrick Village lies within Selby District.

It is not possible to comment fully on the extent to which the Council has fulfilled its Duty to Co-operate in respect of this site. CYC Officers have repeatedly confirmed that the site “ticks all the boxes” of the Council’s Site selection criteria. It is known that the previous Chief Executive of Selby DC (now the Chief Executive of York Council) was charged by Selby Councillor(s) to make Selby’s support for the allocation of the site for housing known to York’s then Chief Executive, and that this was done. Further, it is known that subsequent discussions and correspondence took place between Selby and York by – or under the direction of – a Selby Councillor which undermined Selby’s support for the allocation of the site, contrary to the instructions of Selby Council’s leadership. We doubt the Duty to Co-operate has been discharged properly in relation to this site, but await the final version of the Council’s Duty to Co-operate Statement.

**Response to Question 5.(4)**

The site is under option to a national housebuilder who, contrary to the wishes of the landowner, at the last consultation stage proposed that the land should be identified as safeguarded land rather than allocated for development. It is not known what submissions the developer may make at this stage. Accordingly, we attach our general comments on the soundness of the draft plan headed **The soundness of the Publication draft local Plan** and the following technical reports previously submitted to demonstrate that there are no technical, environmental or other constraints to development.

- CYC Further Submissions document dated Jan 2014
- Illustrative Masterplan
- Preliminary Ecological Appraisal by Smeeden Foreman Ltd. dated Dec 2013
- Tree Survey by Smeeden Foreman Ltd. dated Dec 2013
- Landscape and Visual Assessment by Smeeden Foreman Ltd. dated Feb 2013
- Archaeological geophysical survey by Phase Site Investigations Ltd. dated Jan 2014
- Site Location Map by Phase Site Investigations Ltd.
- Plot of Data by Phase Site Investigations Ltd.
- Report on Transport Issues – Addendum by Bryan G Hall dated July 2014
- Technical Note by Bryan G Hall dated May 2014

**YORK LOCAL PLAN  
PREFERRED OPTIONS VERSION**

**FURTHER SUBMISSIONS ON BEHALF OF  
LINDEN HOMES IN ASSOCIATION WITH  
ESCRICK PARK ESTATE IN SUPPORT  
OF THE ALLOCATION OF  
LAND TO THE NORTH OF ESCRICK  
FOR RESIDENTIAL AND ASSOCIATED  
DEVELOPMENT**

**January 2014**

**JENNIFER HUBBARD BA, MRTPI  
*TOWN PLANNING CONSULTANT*  
ALLONBY HOUSE  
YORK ROAD  
NORTH DUFFIELD  
SELBY  
YO8 5RU**

# **PROPOSED RESIDENTIAL AND ASSOCIATED DEVELOPMENT LAND TO THE NORTH OF ESCRICK**

## **1. INTRODUCTION AND BACKGROUND**

**1.1** In July 2013 representations were submitted to the City of York Council on behalf of Escrick Park Estate seeking the allocation of approximately 9.5 hectares of land lying adjacent to the northern edge of the built up area of Escrick for residential and open space purposes in the emerging Local Plan. Since then, the landowner has entered into contractual arrangements with Linden Homes Limited. The landowner remains committed to the development of the site and will make additional land in his ownership, proximate to the proposed residential development, available for any services or facilities that may be required which are better located off rather than on-site - for example, recreational open space, surface water attenuation or landscaping.

**1.2** In particular, the landowner is willing to provide a permissive footpath from the south eastern corner of the site southwards to provide a link with an existing public footpath which joins Skipwith Road opposite Carr Lane within the heart of the village. At this point, it is a short walk via the footway along the lightly trafficked Carr Lane to Main Street (which is a dead end road) and the pedestrian entrance to the primary school. The new path would also provide a link to other permissive footpaths provided by Escrick Park Estate though Gashouse Plantation and to a circular permissive route via the Temple within former Estate parkland, now agricultural land, to the south of Escrick and Queen Margaret's School.

**1.3** The July 2013 representations suggested that the site is suitable for market, affordable and, subject to market demand, specialist residential accommodation and incidental open space. It was also suggested that the site could accommodate some small scale employment facilities and/or live/work units.

**1.4** At the same time, general representations were lodged concerning housing provision and distribution and the delivery of sites for housing development then under consideration by the Council. Of relevance to the current representations, it was

suggested that the Council had underestimated the lead-in times and build out rates, especially for the proposed larger scale housing allocations and, in calculating the amount of land required for residential purposes in the Local Plan, had adopted densities which are too high for the current housing market and in particular for suburban and village locations. It was suggested that the densities proposed would lead to characterless building-dominated developments which would significantly compromise local character and in doing so, would be in conflict with the NPPF objectives of securing high standards of design. The same points have been made by many others both in their written representations and orally at the various Seminars and Workshops held by the Council since summer 2013. Additional housing land will need to be allocated in the next version of the emerging Local Plan to address these points.

- 1.5** Since the July 2013 representations were lodged but before Linden Homes entered into an option to purchase the site, Escrick Park Estate commissioned Richards Partington Associates to prepare a sketch Masterplan to inform, in very general terms, the layout of the site and quantum of development that might be achievable. A copy of the Plan, Drawing No 0180\_219\_Escrick\_A is attached at A. A copy was subsequently submitted to the Local Plans Team (on 3<sup>rd</sup> September 2013) and is resubmitted now purely for illustrative purposes to demonstrate how the potential development of the site has progressed since then and will continue to be progressed by Linden Homesø Architects/Masterplanners in response to the various technical reports referred to below. In particular, landscape/ecological and surface water drainage considerations strongly point to the retention of the watercourse which runs north-south across part of the site. Retention of this feature will require adjustments to be made to the sketch Masterplan. The sketch Masterplan does, however, incorporate features which have been identified as valuable in subsequent detailed investigations and which are recommended for retention, particularly existing trees and hedgerows. The sketch proposals also indicate a new permissive footpath link to the south east of Escrick referred to above, the potential for providing recreational open space/informal recreational facilities off-site but on land immediately to the east and ó although this is not expressly stated on the sketch Masterplan - the proposals

indicate that new properties adjacent to existing residential to the south could be single storey, for which a significant demand is known to exist in the village.

## 2. GREEN BELT CONSIDERATIONS

2.1 A Green Belt Appraisal forms part of the Landscape and Visual Impact Assessment (LIVA) which is discussed at Section 3 below. It is, however, worth addressing this issue separately and in detail as it is important, in considering the suitability of the site for development, that its green belt status (or otherwise) is clearly understood. Put simply, in considering the potential development of the site, there is no basis for adopting a starting point that assumes the site currently lies within the green belt.

2.2 The statutory basis for the York green belt derives from the 1980 North Yorkshire County Structure Plan although, prior to this, various sketch green belt plans had existed for various areas peripheral to York, at various stages of endorsement by the Planning Authorities then responsible for the areas concerned. The Structure Plan green belt policies were subsequently replaced by green belt policies in The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026. These policies have been saved and form the strategic basis for defining green belt boundaries in the emerging Local Plan. The phraseology of the policies is crucial.

2.3 Policy YH9(C) provides that:

*The detailed inner boundaries of the Green Belt round York should be defined in order to establish long term development limits that safeguard the special character and setting of the historic city. The boundaries must take account of the levels of growth set out in this RSS and must also endure beyond the Plan period.* (our emphasis)

Policy YH1: York sub area policy states:

*Plans, strategies, investment decision and programmes for the York sub area should:*

*C In the city of York LDF, define the detailed boundaries of the outstanding sections of the outer boundary of the York green belt about 6 miles from York city centre and the inner boundary in line with Policy YH9(C).* (our emphasis)

2.4 The proposed development site lies 5.8 miles from York city centre.

2.5 To the west and east of Escrick, the outer boundary of the green belt in Selby District is defined in the adopted Selby District Local Plan, which also identifies Escrick as an Inset Village. However, the outer boundary of the green belt has never been established in the vicinity of the subject site. The administrative boundary between York and Selby follows the wall which forms the southern boundary of the site and northern boundary of the main built up area of the village. Accordingly, in preparing its Local Plan, it did not fall to Selby District Council to consider whether the wall formed an appropriate green belt boundary and the issue has never been independently tested in relation to any of York's emerging Local Plan(s).

2.6 It is clear from the wording of the relevant RSS policies that the outer boundary of the green belt should be about 6 miles from the city centre. A boundary which follows New Road, along the northern boundary of the site, would therefore meet this criterion. It is also clear that safeguarding the special character and setting of York is to be achieved by defining appropriate inner green belt boundaries. Furthermore, none of the background studies carried out by the Council pursuant to the previous Local Development Framework exercise and updated in connection with the current emerging Local Plan identify the land immediately to the north of Escrick as displaying any important green belt characteristic. The site should not be treated, therefore, as currently lying within the green belt and its suitability for development should be assessed principally by reference to its sustainability credentials and those of the village.

### 3. TECHNICAL CONSIDERATIONS

3.1 Since the previous representations were lodged, technical investigations have been

carried out as follows.

**3.2 Ecological Appraisal: report attached at **B****

**3.2.1** The Preliminary Ecological Appraisal carried out by Smeeden Foreman confirms that: *Generally the site is considered to consist of habitats of low conservation value being predominantly species poor grassland and arable fields. However, features of value to retain and protect, where possible, have been identified including woodland, trees, hedgerows and a section of ditch* (para 5.4). Mitigation and enhancement measures are identified (para 5.5) and further surveys recommended (para 5.6). The further surveys, which will inform the layout and detailed mitigation and enhancement measures, will be carried out at the appropriate times, as specified in the report. The appraisal concludes that the site is suitable to be allocated for housing.

**3.3 Tree Survey: report attached at **C****

**3.3.1** A Tree Survey carried out by Smeeden Foreman identifies and assesses all trees within and on the boundaries of the site and significant trees lying just outside the site which may be affected by the proposed development. Trees of particular note, predominantly Grade A Oak, which should be retained and incorporated within the development are identified and recommendations provided for additional planting, management of existing woodland areas and tree protection measures during construction together with advice as to the long term growth potential of the retained trees. Subject to the sketch layout at A being appropriately amended, it is confirmed that there is no conflict between the recommendations included in the Tree Report and the layout principles identified in the sketch masterplan.

**3.4 Landscape and Visual Impact Assessment (including Green Belt Appraisal): report attached at **D****

**3.4.1** The Landscape and Visual Impact Assessment prepared by Smeeden Foreman addresses both the visual impact of development on the site and relevant green belt considerations. The report confirms that no Tree Preservation Orders directly affect

the site nor would housing development as proposed affect any Ancient Monuments, listed buildings or their setting or any Registered Parks or Gardens, Ancient Woodland or public rights of way.

**3.4.2** The character of the landscape surrounding the site is assessed by reference to published national and local landscape character appraisals and concludes that: *The existing landscape character is considered to be of medium sensitivity to change. Development within the site would result in the replacement of a section of agricultural landscape with a residential landscape. All of the key elements which contribute to local landscape character would be unaffected by the development. New planting within the site could further enhance those elements and design of the dwellings should be in character with the historic village core to the south of the site if the vernacular materials and designs for the buildings were employed. A strong design successfully incorporating hard and soft elements could potentially strengthen and improve the northern edge of the village. Opportunities to supplement existing vegetation and to provide new hedgerows and trees would further strengthen existing landscape elements and could both integrate the development and potentially result in a net gain of native hedgerow and tree planting.*

**3.4.3** The site is well screened to three sides and the generally flat topography increases the significance of intervening elements such as buildings or vegetation thereby reducing the visibility of the site from surrounding areas. The site forms a small element in panoramic views of the arable farmland in the area which further limits the potential impact of development on these views. Mitigation is recommended, principally in the form of additional planting but also relating to the choice of building materials to reflect the local vernacular. It is concluded that: *With the exception of views from receptors directly adjacent to the site itself, its development is anticipated as having very limited impact upon wider visual amenity.*

**3.4.4** The conclusions of the Appraisal in relation to green belt are worth repeating in full, as follows:

*The proposed allocation site does not contribute to preserving the setting or*

*character of York, or any other green belt purpose identified in NPPF or the emerging Local Plan, and none of the background papers relied on by the Council concerning green belt suggests that it does.*

*There are no views of the Minster from the site.*

*The site is located 5.8 miles from the centre of York i.e. at the extreme outer edge of the “about 6 miles wide” general extent of the green belt.*

*RSS saved policies indicate that it is the definition of the inner green belt boundary that is to be drawn to protect the character and setting of York. The outer boundary has little or no impact on this purpose. It is therefore proposed that the green belt boundary in this area should follow the former mine road (New Road) which would comply with NPPF requirements that green belt boundaries should follow physical features that are readily recognisable and likely to be permanent.*

### **3.5 Archaeology: including Geophysical Survey: reports attached at E and F**

**3.5.1** A Desk Based Assessment carried out by MAP Archaeological Practice Ltd. concludes that: *It is unlikely that any national important archaeological remains are located on the site to prevent development but further archaeological evaluation will be required in order that an appropriate mitigation can be proposed.*

**3.5.2** Following the desk-based study, an Archaeological Geophysical survey was carried out by Phase Site Investigations to help to establish the presence/absence, extent etc. of archaeological features within the site. This investigation concludes that: *The majority of the anomalies identified... are thought to relate to agricultural practice/features, modern material/objects or geological/pedological variations. The report concludes that: there is no clear evidence for archaeological activity within the site but there are a number of anomalies of uncertain origin. Many of these are probably associated with drainage or agricultural features but there is a possibility that some could be caused by archaeological features.*

**3.5.3** In combination, these two reports indicate that archaeological considerations should not preclude the development of the site. It is accepted, however, that prior to development taking place, trial trenching and recording of any archaeological finds will be required.

**3.6** Report on Transport Issues: report attached at **G**

**3.6.1** The Report on Transport Issues prepared by Bryan G Hall considers the proposed development in the context of national and local transport planning policies, conditions in the local highway network, access arrangements to the site and also the sustainability of the location by reference to the proximity of the site to existing facilities within the village and accessibility to facilities and services further afield by non-car modes of travel.

**3.6.2** The Statement concludes that the site lies within a highly sustainable location and that its development would accord with the requirements of the Council's Local Transport Plan in that it would benefit from existing public transport, walking and cycling facilities; also that safe and satisfactory access can be provided to the local highway network, which can *readily* accommodate traffic likely to be generated by the development.

**3.6.3** In particular, the site lies within acceptable walking distances of local facilities and bus stops, as set out in the Institution of Highways and Transportation guidelines. The plan at BHG3 identifies a cluster of services and facilities at the northern end of the village close to the site including bus stops, a restaurant, church and leisure facilities, Doctors' surgery and petrol filling station/repair garage/convenience store (where it is understood the village post office is shortly to relocate).

**3.6.4** Bus services serving Escrick are frequent but to be classed as 'high quality', improved facilities at the bus stops are required (see Transport Statement paragraph 4.14). Provision of some of these improvements could be secured through the development of the site.

**3.6.5** At the various Local Plan Workshops convened by the Council, Officers have asked the promoters of Preferred Options Strategic Sites to indicate what measures would be adopted in the development of the sites to discourage residents from using their private cars and diverting to walking, cycling or public transport for some or all of their journeys. Applying these considerations to the land north of Escrick, the first thing to note is the location of the site immediately adjacent to the A19 (described recently by Selby District Council in its evidence to that Council's Core Strategy EIP as *a highly sustainable transport corridor*) which experiences high volumes of commuter traffic running between York and Selby in both directions. New residential development on the site would therefore be equally attractive to current Selby residents working in York and current York residents working in Selby. Accordingly the site has the potential to reduce the number and length of journeys between these two settlements.

**3.6.6** It is not necessary here to repeat the range of easily accessible services and facilities in Escrick which, together with the frequent bus services, confirm the sustainability of the village. These inherent characteristics will be supplemented by a wide range of initiatives to be included in a Travel Plan, described indicatively at paragraph 4.20 of the Transport Statement, to be discussed further with CYC Highways Officers.

### **3.7** Flood Risk and Surface Water Drainage

**3.7.1** The site lies within Flood Zone 1 on the Environment Agency's Flood Map for Escrick. All forms of development are acceptable within FZ1.

**3.7.2** Surface water drainage from the site has been discussed with the Internal Drainage Board (Paul Hey). It has been confirmed that the Board will require surface water to be stored on-site with discharge attenuated to the current agricultural run-off rate with an allowance for climate change. The ecological reports referred to above recommend the retention of the watercourse which flows north-south across part of the site and the trees associated with it. Further investigations are therefore being undertaken to determine a surface water drainage strategy which safeguards the nature conservation interest of the site in accordance with the hierarchy established in

Building Regulations Part H ó that is, giving first preference to disposal via SUDS to a watercourse ó of which several options exist in the immediate locality. As part of these investigations, the contribution which the on-site watercourse can make towards surface water disposal (possibly by extending, widening or otherwise improving the watercourse) is being assessed. Subject to levels, it may also be possible to provide above-ground storage in the field to the east, between the site and Blanshardø Wood, in the form of a nature conservation-dominated water body. This would be entirely consistent with Escrick Park Estateø's award winning management of its extensive land holding, which has included a continuous programme of providing and enhancing water bodies and other nature conservation areas and features and significant tree planting over the last 25 years.

**3.7.3** The site is not at risk of flooding from the River Ouse nor is it affected by groundwater flooding.

### **3.8** Foul drainage

**3.8.1** There is no foul discharge infrastructure within the site. Drainage investigations are on-going but it is accepted that it will be the developerø's responsibility to provide any new infrastructure that is required to service the site.

## **4. VIABILITY CONSIDERATIONS**

**4.1** Attached (at **H**) is a copy of the Peter Brett Associates Viability Pro-Forma which has been completed for the site to the extent it is possible to do so at this stage. Viability information is not currently sought by CYC except for identified Strategic Sites. However, we consider it important that Officers, in considering the suitability of this site for development, have information equivalent to that which has been requested in relation to currently identified Preferred Options sites.

**4.2** The estimates of Sales Values and Basic Build Costs are based on Linden Homesø's experience of local industry standards, adjusted to reflect the characteristics of the site and its location, and the need to accommodate some single storey development, but

also the opportunities that exist for providing some facilities off-site on adjacent land in the same ownership.

## **5. THE DUTY TO CO-OPERATE**

- 5.1** Both Selby and York Councils have indicated at earlier stages in the preparation of their current (emerging) Local Plans that they have fulfilled the Duty to Co-operate through discussions with adjoining Planning Authorities. Whatever form this co-operation might have taken in the past, it has not addressed the location of Escrick at the boundary between York and Selby, Escrick's essentially dormitory character and strong association with York, the implications for the further development of the village of the areas of green belt to the east and west of the village defined in an adopted Local Plan or the fact that green belt boundaries to the north of the village, in York, are as yet unresolved. Selby's Executive has recently agreed to a delay in progressing the Allocations and Policies Local Plan (pursuant to the adoption, in October 2013, of the Core Strategy), until Autumn 2014 but at the same time has endorsed an Officer report which indicates that the intervening period could usefully enable further consultation to take place with adjoining authorities.
- 5.2** It is not unusual for Local Planning Authorities to identify development land at the outer edge of their administrative areas where these areas abut urban areas within adjoining Authorities and where new allocations would form a natural extension to existing built up areas. Escrick is the only settlement at the outer edge of the York administrative area and also at the outer edge of the York Green Belt where this situation occurs. It is likely, therefore, that serious consideration has never been given to the desirability of meeting part of York's housing requirements and also (because housing requirements, in and out migration and in and out commuting between York and Selby are inextricably linked), part of Selby's housing requirement at Escrick but within the City of York. In our submission, these are precisely the circumstances where the Duty to Co-operate should come into play. With this in mind, and following the initial representations of the landowner to CYC of 31<sup>st</sup> July 2013, the Illustrative Masterplan at A was submitted to Mr Darren Richardson and Mr Mike

Slater for discussion with a Selby Council Member for Escrick and the author of this Statement.

- 5.3** The current submissions result from that meeting: essentially, CYC Officers confirmed their support for further co-operation with Selby and urged that the promoters of the site should explain clearly to CYC the benefits to both Authorities of the residential allocation of the site. It is understood that there is wider Member in-principle support at Selby for the allocation, which may be communicated direct to the City Council either via Officers or Members.

## **6. CONCLUSIONS**

- 6.1** The site does not currently lie within a green belt whose boundaries have been defined in an adopted plan.
- 6.2** The character and setting of the historic city will be safeguarded (or otherwise) by the definition of the inner boundaries of the green belt: the outer boundaries are necessarily somewhat arbitrary as they are defined by reference to two policy criteria: first, to be *about 6 miles* from the city centre and, second, to follow clearly identified features which are unlikely to change over the lifetime of the Plan. The old mine road (New Road), to the north of the site is an appropriate outer boundary in this locality.
- 6.3** None of the papers which have informed the Council's current definition of the boundaries of the York Green Belt suggests that the proposed development site is or forms part of an area which is important to any of the purposes of green belt.
- 6.4** There are no landscape, ecological, archaeological, highway-related or other technical constraints to development.
- 6.5** The land is readily available ó i.e. there is a willing landowner, who also owns adjacent land which would be suitable for off-site recreational or other (e.g. surface water drainage) facilities and who will provide a footpath link across other land in his

ownership to the south east of the village, and who has entered into contractual arrangements with Linden Homes to promote the development of the site.

- 6.6** There have been very few opportunities for new residential development in Escrick for many years during which time all the former Council houses have been sold, in consequence of which a demand has built up in the village for affordable housing. This has been confirmed in village-specific studies of housing need carried out by the Rural Housing Trust on behalf of Selby District Council pursuant to a potential rural exceptions affordable housing scheme to the south east of the village promoted by Escrick Park Estate. The scheme did not progress due to unresolved surface water disposal/flood risk issues. There is also known to be a significant demand for single storey development to enable long-standing residents whose families have grown up and moved away, to down size. Meeting these demands on the site will result in a mixed age, mixed tenure and hence sustainable and inclusive community.

Design Principles and Character



Illustrative Masterplan | 1:2000 at A3

Design Principles

- Landscape integrated into development providing a wide range of environments coupled with a sustainable drainage strategy
- Significant green space with oblique planting along north western site boundary to contain built development from views from the north
- Houses oriented towards swales / greens / & landscaped streets
- Pedestrian links around site and linking through to existing village
- Off street parking encouraged with use of courtyard / mews - preserving continuity of footpaths and frontages
- Plot sizes and depths provide for varied house types to include sheltered housing, bungalows, detached, semi-detached.

Character



1. Meadow frontage, Midsummer Common



2. Main street, Upton Northampton



3. Secondary road, Derwenthorpe



4. Houses facing swales, Derwenthorpe



5. Courtyard (Mews), Howden



6. Village Green, New Earswick

Preliminary Ecological Appraisal  
Land to the North of Escrick  
North Yorkshire  
FINAL

Landscape Architects ■ Urban Designers ■ Ecologists ■ Horticulturists



## 1. Introduction

Smeeden Foreman Limited has been commissioned by Escrick Park Estate to undertake an ecological review of a proposed development site on land to the north of Escrick, North Yorkshire (grid reference SE 630 434).

This report will include the following information gathered by desk study and a phase I habitat survey:

- Proximity to statutory and non-statutory designated sites.
- Proximity to existing records for protected species.
- Site habitat appraisal and potential to support protected species.

A review of the above information will be made to identify any features or sites of ecological interest which may be affected by the development of the site. Where potential impacts or protected species are identified the need for mitigation measures and specific species surveys will be discussed and recommendations for potential environmental enhancements will be made.

The report has been commissioned to form part of a submission for the allocation of the site for Housing within the City of York Local Development Framework.

## 2. Site Description

The site lies to the north of the village of Escrick which is approximately 8km south of York, North Yorkshire.



Figure 01: Aerial view showing site and surrounding land use

The proposed development site is situated on the northern edge of the village, with an existing housing development to the south. A garage/petrol filling station and individual residential properties are located along part of the western boundary, separating the site from the A19 and agricultural countryside beyond. The remaining part of the western boundary directly adjoins the A19. To the east is a pasture field with an area of woodland, Blanchards Wood, beyond. The north of the site is delineated by New Road with arable land beyond. The site itself is currently used for agriculture, consisting of arable and pasture land, with associated hedgerows and trees, and two small areas of plantation woodland.



### 3. Baseline Information

#### 3.1 Methodology

The ecological interest of the site and its surroundings has been investigated by a combination of desk study, consultation and field survey.

Information was requested from the following organisation:

- NEYEDC – North and East Yorkshire Ecological Data Centre
- North Yorkshire Bat Group

The following sources of information were consulted:

- [www.magic.gov.uk](http://www.magic.gov.uk) (government web sites for nature conservation and environmental information)
- York Local Biodiversity Action Plan
- Natural England's Natural Area Profile (16: The Vale of York and Mowbray)
- Aerial photographs

#### 3.2 Nature Conservation Designated Sites

##### 3.2.1 Statutory Designations

There are no international, national or local statutory designated sites; Ramsar Sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC), Site of Special Scientific Interest (SSSI), National or Local Nature Reserves, within 2.0km of the proposed development site.

##### 3.2.2 Non-Statutory Designations

There are five locally designated wildlife sites within the 2 km search area, details for which are given in the table below with locations included in Appendix 02:

Code	Name	Grid ref	Notes
043	York-Selby Cycle Track	SE 602 459	North Selby Mine, Wheldrake. 1 km to west of site
073	North Selby Mine	SE 651 441	2 km east of site
SE64 – 01	Ponds in Queen Margaret's School	SE 629 424	Ratified SINC. 600m south of site
SE64 -03	Spring Wood	SE 643 439	Potential SINC. 1.6 km west of site
SE63 – 08	Gashouse Plantation	SE 635 427	Pre existing SINC. 500m to south of site

Non statutory designated sites are areas identified by the relevant local authority as being important for their flora and fauna. They are of county wide importance and are afforded protection through local planning policy. This designation is equivalent to the national Sites of Importance for Nature Conservation (SINCs) designated by local authorities to enable consideration of their ecological interest within the planning system. The designation can be operated in different ways such that the status and name given to such sites can vary from one area to another.

#### 3.3 Existing Records

Existing biological record data were provided by NEYEDC, the local biological records centre for the North and East Yorkshire region. Species which have been recorded within 2 km of the site and which are afforded statutory protection are presented in the table below. Full details in Appendix 02.

Species	Grid reference / Date	Notes
Great Crested Newt	SE 629 424 (1998) SE 6504 4432 (2003)	750m to the south of site at Queen Margaret's School 2 km to east at Warren House Farm
Pipistrelle Bat	SE 6342 (1987)	Within Escrick village, adjacent to south of site
Badger	Classified (2002)	3 records recorded within 1 km of the site
Water Vole	SE 633 427 (2000)	Recorded on the Ouse catchment, 500m south of site
Kingfisher	SE64 (1986)	10km square record incorporating the site
Northern Goshawk	SE64 (1981)	10km square record incorporating the site
Corncrake	SE64 (1981)	10km square record incorporating the site



Existing bat records data was provided by North Yorkshire Bat Group and is presented in the table below.

Species	Grid reference	Date	Notes	
Unknown	SE609435	2011	Roost – Birkhill farm	2km to west
Unknown	SE6244	Feb. 1985	In flight – Gill Rudding Grange, Deighton, York	500m to north west
Unknown	SE627431	1992	Roost – Escrick Church	200m to south west
Pipistrelle species	SE630429	June 2002	Summer roost – 25, The Glade, Escrick	400m to south
Brown long-eared bat	SE632423	Oct. 2000	Queen Margaret's School Escrick	1.1km to south
Pipistrelle species	SE632423	Nov. 1986	Injured bat - Queen Margaret's School Escrick	1.1km to south
Unknown	SE632423	Nov. 1986	Injured bat - Queen Margaret's School Escrick	1.1km to south
Pipistrelle species	SE632429	June 2004	Summer roost – 39a, Skipwith Road, Escrick	400m to south
Unknown	SE632431	Aug. 1987 May 2005	Roost – The Furze, 2 Southlands Close, Escrick	300m to south
Brown long-eared bat	SE6342	April 1987	Home Farm, Escrick	400m to south east

### 3.4 Site Survey

An initial site walkover survey was undertaken on the 10 December, 2013. Habitat types and key species were noted and are presented in the Phase I Habitat format proposed by the Joint Nature Conservation Committee, 1993 (see Figure 01: Phase I Habitat Survey).

Due to the sub-optimal timing of the survey broad habitat types only could be identified. Where the habitat types identified are of potential botanical interest, additional surveys will be recommended to provide a full assessment within the appropriate survey season.

The habitat types within the site boundary include arable land, improved grassland, plantation woodland and hedgerows with trees. Habitats adjacent to the site include garden vegetation, rough grassland and a pond (dry at the time of survey).

#### *Arable land*

The two fields forming the western section of the site are currently in arable use, planted with winter cereals. The field margins vary in width from 1-2m, are dominated by grass species with common ruderal forbs being affected by spray drift and nutrient enrichment from the adjacent crop. These habitats are of low conservation value.

Species identified include:-

Grasses: rye grass, false oat grass, cocks foot, creeping bent, timothy,

Forbs: Common nettle, white dead nettle, goose grass, broad leaved dock, cow parsley, dandelion, ground ivy, common hogweed burdock, red dead nettle, garlic mustard.

#### *Improved grassland*

The third field forming the eastern section of the site is improved grassland currently used for grazing sheep and horses. This habitat is dominated by grass species with few common forbs. It is of low conservation value.

Species identified include:-

Grasses: Rye grass, creeping bent, fescue, timothy and cocksfoot

Forbs: Dandelion, common nettle, greater plantain.

There is a narrow strip of grassland, the remnants of an old access track, which runs between the two arable fields, adjacent to hedgerow H4 (see hedgerow H4 for description).

#### *Woodland*

There are two areas of woodland within the site boundary; a triangular plantation of poplar forms the northeast corner of the site (**Target note 1**) and a short belt of mixed tree planting is located centrally along the western boundary (**Target note 2**).



The poplar plantation (**Target note 1**) contains an even age stand of semi-mature trees, tall and thin with generally no potential to support roosting bats, however trees to the southern side had moderate ivy cover which could be used as a temporary roost site. There is no understorey shrub layer and the ground flora appears poor dominated by bramble, creeping thistle and ivy. Other species include meadow grass, cocksfoot, creeping bent, fescue and Yorkshire fog with cow parsley, white dead nettle, goosegrass, burdock, wood avens, garlic mustard, creeping buttercup, ground ivy, broad leaved dock, doves foot cranesbill, red campion and rosebay willowherb.

The mixed plantation (**Target note 2**) consists of a mix in terms of species and age, including both conifer and deciduous trees. The trees range in age from newly planted whips in tubes to mature oaks and pines some of which have sufficient stature to provide potential roosting features for bats. Older trees dominate the western end of the belt with new planting predominantly to the east.

The canopy species include oak, scots pine, beech, sycamore, ash and poplar. There is little understory although Lawson cypress, willow and hazel are evident in the new planting. The ground flora is dominated by common nettle, ivy and bramble with creeping bent grass, fescue and hair grass. Other species include goose grass, red dead nettle, ground ivy, creeping thistle, rosebay willowherb, herb robert and fox glove. To the eastern end rush and willow become more frequent suggesting wetter conditions.

Due to the timing of the survey the ground flora of the plantations could not be fully assessed and should be subject to a botanical survey in spring/early summer.

#### *Hedgerows*

There are a number of hedgerows within the site and forming the site boundaries. The field hedgerows are species poor dominated by hawthorn with some elder and holly, most contain hedgerow trees and are subject to varying degrees of management.

Hedgerow H1 – This forms the southern boundary of the poplar plantation. It is a mature hedge, managed to 2m, predominantly hawthorn. It contains a single oak tree (**Target note 3**) which is relatively young with no potential to support roosting bats,

Beneath the hedgerow the ground is generally bare or ivy dominated. The ground flora to the site side is indistinct from the improved pasture whilst the road side verge is dominated by cocksfoot and false oat grass with common nettle, cow parsley, white dead nettle, goose grass, ribwort plantain, common hogweed and creeping buttercup.

Hedgerow H2 – This forms the northern boundary of the site. It is a mature hedge, managed to 1.2m, predominantly hawthorn. It contains fourteen trees all are young to semi-mature with species including ash, alder, cherry and Norway maple. None of the trees have the potential to support roosting bats but birds nests were evident in some. A single mature oak (**Target note 4**) stands within the verge to the roadside of H2, along the A19. It is a large tree with very dense ivy within its branches to such an extent as to limit its potential to support roosting bats.

Beneath the hedgerow the ground is generally bare or ivy dominated. The ground flora to the site side is a 2m wide field margin to the arable crop consisting of cocksfoot, false oat grass and creeping bent with white dead nettle, goose grass, broad leaved dock, cow parsley, common nettle, dandelion, chickweed, yarrow and hogweed. To the road side there is a rough grass verge which includes a dry ditch dominated by ruderal species with bramble, cocks-foot, rosebay willowherb and common nettle

Hedgerow H3 – This forms the southern boundary of the mixed plantation. It is a mature hedge, predominantly hawthorn, gappy and unmanaged to 4m. Its ground flora is continuous with the adjacent tree belt.

Hedgerow H4 – This forms a continuation of Hedgerow H1, with mature hawthorn, blackthorn and holly, managed to 2m except for a short section to the western end which is 5m plus in height, uncut and contains some poplar. It contains three trees, two mature lime (**Target note 5 and 6**) with dense ivy growth and a mature holly (**Target note 7**).

Beneath the hedgerow the ground is generally bare or ivy dominated. The ground flora to the south is the adjacent field margin to the arable crop. To the north of hedgerow H4 runs a narrow strip (8-10m wide) of rough grassland, remnant of a former access track which continued from the tarmac still in place. It is rank grassland, dominated by cocks foot, creeping bent and bramble with ivy, broad leaved dock, ground elder, red dead nettle, common hogweed, mugwort, vetch, cow parsley, common nettle, white dead nettle and rosebay willowherb.

Parallel to H4 to the opposite side of the grass strip are four individual trees including a semi-mature oak (**Target note 8**), two mature limes (**Target note 9 and 10**) and a mature holly (**Target note 11**).

Hedgerow H5 – This consists of a length of remnant hedgerow and trees along the eastern bank of an adjacent ditch. The hedgerow is mature and unmanaged to some 4m, predominantly hawthorn with some hazel. The trees



include a number of young ash and sycamore, a mature oak (**Target note 12**) and mature sycamore (**Target note 13**).

The ground flora to the east is indistinct from the adjacent improved pasture.

**Hedgerow H6** – This consists of a length of remnant hedgerow, gappy and unmanaged to some 4m, predominantly hawthorn with some sycamore to the southern end. The ground flora to the east is indistinct from the adjacent improved pasture.

**Hedgerow H7** – This boundary consist of a mix of shrubs and trees within the adjacent garden which have formed a hedge through regular cutting. The species include hawthorn, apple, bramble and willow with a young sycamore to the corner. The vegetation to the site side consists of a 1m wide field margin dominated by common nettle, goose grass and cow parsley.

**Hedgerow H8** – A short section of trimmed Lawson cypress.

**Hedgerow H9** - This boundary consist of a mix of shrubs and trees within the adjacent garden which have formed a hedge through regular cutting. The species include hawthorn, holly, buddleia, ornamental euonymus, berberis, bramble, oak, cherry and sycamore with a large poplar tree and conifers to the south and beech managed to 1.5m to the north.

Where the site boundaries are not formed by hedgerows, other site boundary features include stock proof fencing, timber fencing and brick walls as follows:-

- An old estate wall forms the southern site boundary, separating the proposals site from adjacent housing (**Target note 14**). The wall has some thickness and gaps in the mortar joints which may provide access for bats to an internal rubble filled cavity. Large mature oak trees just beyond this wall also have the stature to provide potential roosting sites for bats (**Target note 15**).
- Part of the western boundary consists of a relatively new, well mortared brick wall and timber fence (**Target note 16**).
- The western boundary, between two improved grassland fields, consists of a stock proof fence (**Target note 17**) as dose a section of the southern boundary.

#### Trees

Most of the trees on site are found within hedgerows or associated with boundary features and are included within the relevant sections described above. There are two exceptions to this:-

Mature oak tree (**Target note 18**) – on the western boundary of the poplar plantation, adjacent to the arable field. Large tree with dense ivy within its branches and a number of broken branches giving potential access to internal cavities.

Mature oak tree (**Target note 19**) – within the arable field which forms the north western section of the site. Large tree with a number of broken branches giving potential access to internal cavities.

Each tree on site was inspected from the ground using close focusing binoculars to make a preliminary assessment of the trees in regards to their potential to support roosting bats. The results are included in table 02. All other trees were considered not to hold suitable features such as cavities, broken limbs or fissured bark.

Table 02:

Reference	Species	Description	Bat roost potential
Target note 1	Poplar	Young trees some of which with moderate ivy cover to the trunk.	Low
Target note 4	Oak	Large mature tree with very dense ivy within its canopy – limits potential bat access.	Low
Target note 5	Lime	Mature tree with dense ivy within its canopy – limits potential bat access.	Low
Target note 6	Lime	Mature tree with dense ivy within its canopy – limits potential bat access.	Low
Target note 8	Oak	Mature tree with dense ivy within its canopy – limits potential bat access.	Low
Target note 9	Lime	Mature tree with dense ivy within its canopy – limits potential bat access.	Low
Target note 10	Lime	Large mature tree with dense ivy within its canopy – limits potential bat access.	Low - moderate
Target note 12	Oak	Mature tree with broken limbs evident.	Low-moderate
Target note 13	Sycamore	Large mature tree with limb holes evident.	Low-moderate
Target note 18	Oak	Large mature tree with dense ivy within its branches and a number of broken branches giving potential access to internal cavities.	Moderate/high



Target note 19	Oak	Large mature tree with dense ivy within its branches and a number of broken branches giving potential access to internal cavities.	Moderate/high
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*Standing water*

There is a section of open ditch to the approximate centre of the site, running between the improved pasture and one of the arable fields. The hedgerow H5 runs along the top of its eastern bank whilst to the west there is a 2-3m field margin between the top of the ditch and the adjacent arable crop.

The ditch is deep and steep sided with water within approximately half its length, the southern section being dry. Even where water is present it is shallow (10cm or less) with abundant leaf litter and encroaching ruderal vegetation. There is no evidence of associated aquatic marginal species.

The eastern bank, beneath the hedge/trees has bareground, common nettle, goosegrass, bramble and ivy. The western bank consists of grass and ruderals merging with the adjacent field margin. Species include cocksfoot, meadow grass, timothy, Yorkshire fog, false oat grass and creeping bent with common nettle, goose grass, white dead nettle, common hogweed, cow parsley, burdock and broadleaved dock.

On the site boundary to the south west corner of the site, ordnance survey maps indicate the presence of a pond (**Target note 20**). The pond was found to be dry with no evidence of aquatic vegetation. The centre of the pond had been colonised by common nettle and elder shrubs were invading the edges. Part of the pond was full of leaf litter and other areas had been used to dump garden waste. It is considered that the pond is unlikely to have held water for some time.

*Fauna*

A number of mammal holes were identified (**Target note 21**) across the site. Generally characteristic of rabbit holes with rabbit droppings evident. Mammal scratching/ shallow diggings in various areas around the field edges; in all cases rabbit droppings were evident.

### 3.5 Biodiversity Action Plan

#### 3.5.1 UK Biodiversity Action Plan

There are three Biodiversity Action Plan (BAP) sites within 2km of the site. This includes several deciduous woodland BAP priority habitats, ranging from 800m to 1.9km of the site, a traditional orchard BAP priority habitat at 1.5km away and coastal and floodplain grazing marsh BAP at 2km away.

The proposed development site contains hedgerows which are a BAP priority habitat, although those on site are species poor.

#### 3.5.2 Local Biodiversity Action Plan

Habitat types for which action plans have been prepared for the Biodiversity Action in York include:

- Hedgerows
- Lowland calcareous grassland
- Lowland meadows
- Upland hay meadows

Of these habitats hedgerows have been identified within the site.

Species included within the Biodiversity Action for York include:

- Slow worm
- Common Swift
- Large garden bumblebee
- Brown-banded carder bumblebee
- Cornflower
- Southern marsh orchid
- House martin
- Swallow
- Smooth newt
- Grass snake
- Bullfinch
- Sand martin
- Great crested newt
- Barn owl

Generally these species were either not identified within the site during the survey or are considered to be unlikely to utilise the site due to the lack of suitable habitat. The potential exceptions being bird species which may use the site for foraging.



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### 3.6 Natural Area Profile

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Natural England (then English Nature) devised a scheme describing England in a series of Natural Areas based on the identification of their characteristic wildlife and natural features. It draws together physical attributes, wildlife, land use and culture to define a distinctive nature conservation character. The site lies with Natural Area 16: The Vale of York and Mowbray (Natural Area Profile, 1997) as:

Natural Area 16: The Vale of York and Mowbray is described by Natural England as:-  
....'a large area of predominantly flat, open land between the Pennines to the west and the North York Moors and Yorkshire Wolds to the east. The character of the Vale of York and Mowbray is influenced by the widespread glacial deposits and the many rivers including the Derwent, Swale, Nidd, Ure, Wharfe and Ouse, which ultimately all flow into the Humber Estuary.

The main nature conservation interest of the area is in the riverine habitats, particularly the Lower Derwent Valley which is internationally important for its flood meadow grassland and breeding and wintering bird populations. Also of major importance are the few remaining heathlands which have survived the intensification of agriculture which has led to the dominance of arable land or improved grassland over much of the Natural Area....'

The habitats listed in the Natural Area profile are:  
Parkland; woodland; wetlands; wet grassland; flood meadows; grasslands; rivers; arable; hedgerows; semi-improved grasslands; old meadow grassland; lowland heath; sandy habitats; lakes and ponds.

The proposed development site contains; plantation woodland, improved grassland; arable and hedgerow habitats.



## 4. Implications / Recommendations

### 4.1 Nature conservation designated sites

There are no statutory designated sites and five non-statutory designated sites within 2km of the proposed development site. Due to the distance of the proposals site, intervening land uses and lack of connectivity it is anticipated that there would be no impact on the designated sites as a result of the development.

### 4.2 Habitats

The majority of the site is dominated by improved grassland and arable land of low conservation value. The woodland plantations, hedgerows, trees and short section of ditch provide habitats of greater value. It is recommended that the areas within the proposed development site that are considered to be of ecological value are retained and enhanced to increase biological diversity and provide connectivity for wildlife both within the site and between the site and the surrounding landscape.

The ditch within the site is of short length and isolated by culverts/underground drains but associated with a length of hedgerow and trees. Its ecological value has the potential to be enhanced by including it within an area of open space incorporating appropriate semi-natural habitats such as wildflower grassland. If possible this treatment could be extended by opening up sections of closed drains to provide wildlife corridors or links through the site.

Potential effects on the water quality of the ditch, via accidental spillages and surface water drainage should be minimised by the implementation of appropriate pollution control measures such as bunding of fuel tanks and accident procedures both during the works and the future operation of the site. All such works, procedures and precautions should be in line with Pollution Prevention Guidelines, particularly PPG5 and PPG6, published by the Environment Agency. These set out the legal requirements and good practise for works in or near water courses in order to prevent environmental damage.

The grassland is considered to be of low ecological value, being improved with a poor species diversity. The loss of this grassland habitat should be mitigated for by habitat creation including areas of wildflower seeding or plug planting with appropriate native wildflowers within the existing sward as part of the structure planting and open spaces. A wildflower species mix should be chosen to reflect the National Vegetation Classification (NVC) type MG5 *Cynosurus cristatus* – *Centaurea nigra* grasslands of lowland meadows. Recommended species would include grasses such as red fescue *Festuca rubra*, crested dog's-tail *Cynosurus cristatus* and sweet vernal-grass *Anthoxanthum odoratum* and forbs such as common bird's-foot-trefoil *Lotus corniculatus*, common knapweed *Centaurea nigra*, bulbous buttercup *Ranunculus bulbosus*, yellow-rattle *Rhinanthus minor*, oxeye daisy *Leucanthemum vulgare*, pignut *Conopodium majus*, meadow vetchling *Lathyrus pratensis*, field scabious *Knautia arvensis*, lady's-bedstraw *Galium verum*, self-heal *Prunella vulgaris*, betony *Stachys officinalis*, cat's-ear *Hypochaeris radicata*, hoary plantain *Plantago media*, a native lady's mantle *Alchemilla* sp. and cowslip *Primula veris*. Following the establishment of the grassland, recommended management will include an annual cut in early spring, to reduce competitive grasses and a second cut taken in late summer once the forbs have flowered and seeded.

The ecological value of the woodland plantations could not be fully assessed due to the suboptimal survey season. Botanical surveys are recommended within spring or early summer in order to verify the interest of the ground flora. Due to the intrinsic value of woodland the areas should be retained within the development, but may be enhanced with the selective removal of introduced species and replanting of appropriate native ones including canopy trees, understory shrubs which are lacking and potentially ground flora species. Species recommended include; small-leaved lime *Tilia cordata*, field maple, common oak *Quercus robur*, alder *Alnus glutinosa*, silver birch *Betula pendula*, bird cherry *Prunus padus*, wild cherry *Prunus avium*, crab apple *Malus sylvestris*, rowan *Sorbus aucuparia*, blackthorn, dogwood *Cornus sanguinea*, guelder rose *Viburnum opulus*, hawthorn *Crataegus monogyna*, hazel *Corylus avellana*, holly *Ilex aquifolium*, and spindle *Euonymus europaeus*; with ground flora including native



bluebell *Hyacinthoides non-scripta*, wood anemone *Anemone nemorosa*, greater stitchwort *Stellaria holostea*, yellow archangel *Lamium galeobolon* and ramsons.

The hedgerows and associated trees, should be retained where possible and enhanced by planting gaps with a mix of appropriate native shrub species to increase the diversity. Where possible they should be retained within an area of open space which should incorporate appropriate semi-natural habitats. These corridors of semi-natural vegetation can be enhanced by plug planting or seeding suitable wildflowers, tree / shrub planting and potentially wetland habitat creation. Appropriate wildflower mixes associated with hedgerows would include shade tolerant species such as hedge woundwort *Stachys sylvatica*, wood avens *Geum urbanum*, red campion *Silene dioica*, wood sage *Teucrium scorodonia*, common agrimony *Agrimonia eupatoria*, cow parsley, foxglove *Digitalis eupatoria*, hedge bedstraw *Gallium mollugo*, common knapweed *Centaurea nigra*, meadowsweet *Filipendula ulmaria*, nettle-leaved bellflower *Campanula trachelium*, ox-eye daisy *Leucanthemum vulgare* and St. john's-wort *Hypericum sp.*

It is recommended that all landscape and structure planting proposed for the development should include appropriate native and fruiting tree, and shrub species which will benefit wildlife by providing a diversity of habitat for a range of invertebrates, birds and bat species

### 4.3 Protected Species

Existing records data and/or site survey have noted the potential for the following protected species within the search area or on site, upon which the potential effects of the proposed development of the site are discussed below (see appendix 01 for relevant legislation):-

Species	Notes	Potential impact / survey
Great crested newt <i>Triturus cristatus</i>	Records within 2km but beyond 500m. Some suitable terrestrial habitat on site but no breeding habitat. No suitable breeding habitat within 500m.	Presence unlikely – no impact anticipated and no further survey considered necessary but check pond (target note 20) for water in spring.
Bats	Records within 2km. Some trees provide potential roosting features and site provides potential foraging habitat. Mitigate any impact by appropriate lighting design, planting and retention of mature trees.	Further surveys recommended. Climb and inspect surveys of suitable trees and transect surveys within the active season (May-September).
Badger <i>Meles meles</i>	Records within 1km of the site. Suitable habitat on site.	Further survey recommended to check set locations within 30m of the site and site use.
Water vole ( <i>Arvicola terrestris</i> )	Records within 1km of the site. No suitable on site habitat.	Presence unlikely – no impact anticipated and no further survey considered necessary.
Birds	Trees and hedgerows provide nesting sites and potential foraging habitat. All site clearance works to be undertaken outside the breeding season or a check should be undertaken prior to works commencing.	None (With correct timing of the works and/or site check prior to commencement of works and appropriate planting to provide mitigation).

#### Great crested newt

There are existing records for great crested newt approximately 600m to the south of the site. Although the existing records lie beyond the generally accepted movement indicator for this species (500m), there are intervening ponds which lie within 500m of both the existing records and the site, providing a potential link between the two.



The site itself contains no ponds, but does provide suitable terrestrial habitat of rough grassland, hedgerows and woodland. A pond was indicated on the survey plans, just outside the site boundary within an adjacent field (**Target note 20**). The pond was found to be dry with no evidence of aquatic vegetation. The centre of the pond had been colonised by common nettle and elder shrubs were invading the edges. Part of the pond was full of leaf litter and other areas had been used to dump garden waste. It is considered that the pond is unlikely to have held water for some time.

Ordnance survey maps and aerial photographs have been consulted to identify any other ponds within 500m of the site boundary. Two ponds were identified, both approximately 500m from the site boundary. One pond lies within the grounds of Deighton Hall to the north west of the site on the opposite side of the A19. Due to the distance of the pond from the site and the severance provided by the A19, it is considered unlikely that any newts, if present, would utilise the site. The other pond lies to the south east separated from the site by agricultural land only. A site visit to this pond was therefore undertaken, however, it was found to be dry and potentially severed from the site by Bridge Dike, a relatively wide, fast flowing drainage ditch, such that again it is considered unlikely that any newts, if present there, would utilise the site.

At the time of survey the pond on site was found not to provide suitable breeding habitat due to the lack of water. The vegetation within the pond indicates that it has not held water for some time. If this is the case, it is considered that no further survey for amphibians will be required, however, as a precautionary measure it is recommended that the pond is checked in Spring and the requirement for surveys reconsidered should standing water be present.

#### Bats

There are bat records, including roost sites, for pipistrelle, brown-longed eared bats and unknown species within 2km of the proposals site. The hedgerows provide potential commuting corridors/ foraging areas for bats and eleven trees on site (see Table 02) have been identified to have the potential to support roosting bats. To inform the design of the site, it is recommended that bat transect surveys are undertaken within the active season (May-September) to establish the pattern of use of the site by bats.

It is recommended that the hedgerows and trees are retained to minimise the impact of the development on the use of the site by bats. It is also recommended that any lighting should be appropriately designed to avoid illuminating the hedgerows and any new structure planting such that any function as foraging habitat or flight corridor will not be adversely affected.

The site can be enhanced for bats by the planting of additional appropriate native tree and shrub species within structure planting, inclusion of wildflower grassland to provide invertebrate prey and the installation of bat boxes on retained trees or buildings.

Should trees be proposed for removal or be subject to pruning works, those identified as having the potential to support roosting bats should be subject to a climb and inspect survey to check for signs of bat use prior to works. In the event of bat roosts being found a licence from Natural England may be required, with appropriate mitigation and working methods.

#### Badger

The site and the surrounding countryside provide suitable habitat for badger and there are existing records for this species within 1km of the site. Although no evidence of badger were found on site, due to the existing records and suitability of onsite habitat it is recommended that a badger survey is undertaken to identify any sets within 30m of the site boundary and check evidence of site use.

During the construction phase of the development the following measures should be taken to prevent accidental harm or injury to any badger which may come onto site:-

- capping any open pipe ends.
- covering open trenches or providing a means of access via sloping ends or planking.

#### Water vole

Existing records for this species lie within 1km of the site. However, with no suitable habitat on or within the immediate vicinity of the site it is considered that water vole will not be affected by the development proposals and no further survey is recommended.

#### Birds

Nesting birds are afforded protection under the Wildlife and Countryside Act with additional protection against disturbance given to those on section 1. All ground/vegetation clearance works should therefore be undertaken outside the bird nesting season (or following survey by an ecologist) to ensure breeding birds, their nests, eggs or young are not affected.



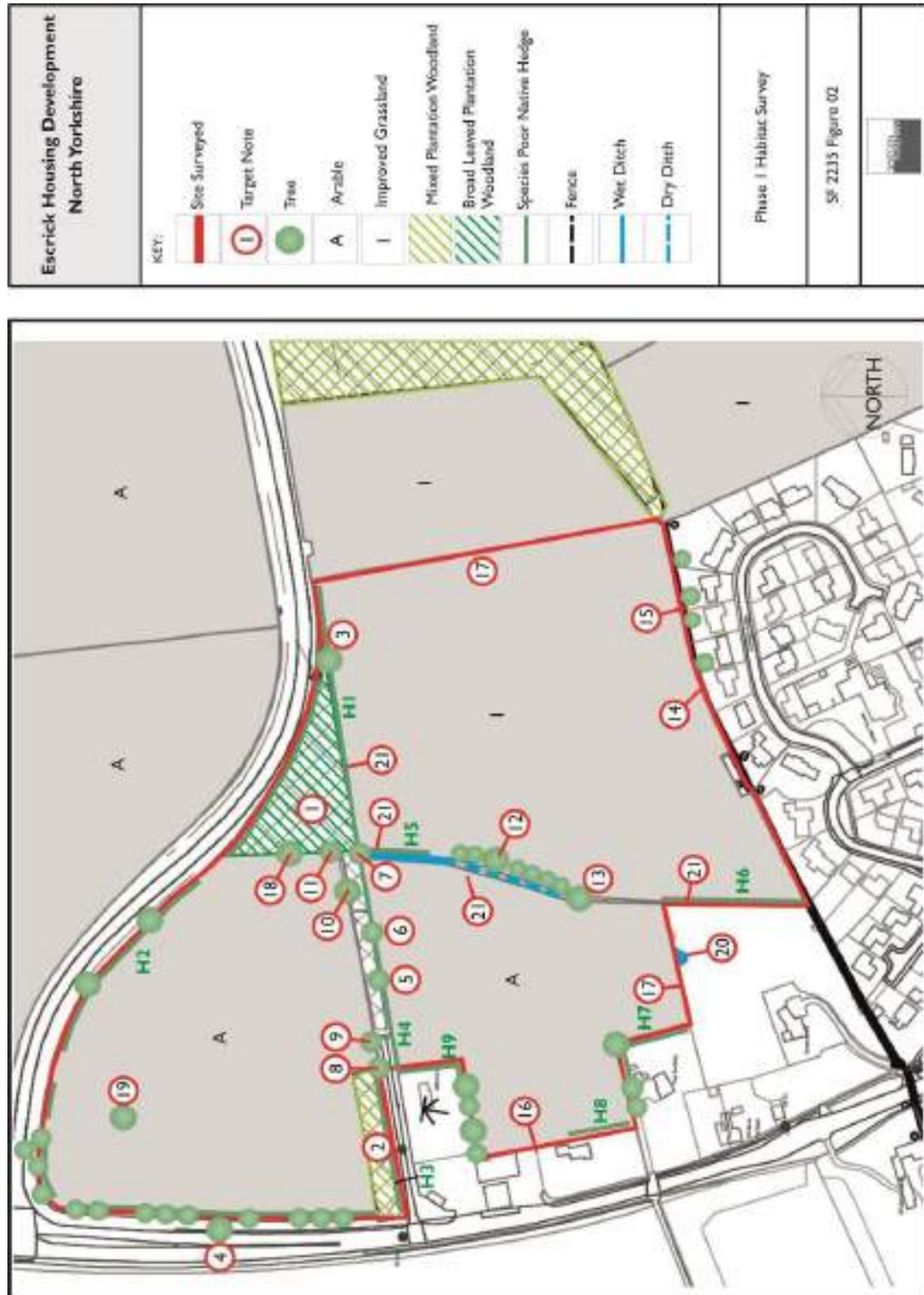
## 5. Summary

- 5.1 This report forms an ecological review of a site to the north of Escrick which is proposed for allocation for housing within the City of York Local Development Framework (grid reference SE 629 434). The report includes a desk study of existing records, a preliminary phase I habitat survey and an assessment of the site's potential to support protected species.
- 5.2 The site lies north of Escrick village, North Yorkshire. The site itself consists of arable land, improved pasture and hedgerows with trees.
- 5.3 There are five SINC sites within the 2km search area of the site. It is anticipated that no sites with nature conservation designations will be adversely affected by the proposals due to the distance of the proposals site, intervening land uses and the scale and nature of the development
- 5.4 Generally the site is considered to consist of habitats of low conservation value being predominantly species poor grassland and arable fields. However, features of value to retain and protect, where possible, have been identified including woodland, trees, hedgerows and a section of ditch.
- 5.5 The mitigation and enhancement measure which are recommended to minimise the ecological impact of the development of the site are:-
- Retention of woodland, hedgerows and trees wherever possible.
  - Planting native trees and shrubs. Use of appropriate native species within structure planting and open spaces to create semi-natural habitat assemblages to act as wildlife/green corridors and links within the site as well as between the site and adjacent areas.
  - Wildflower seeding and/or plug planting to produce botanically diverse areas of grassland within the structure planting and open spaces.
  - Retention and enhancement of the existing section of open ditch by establishing a buffer zone / open space area around the ditch and potential links to other sections of drain which could be opened up to extend the wildlife corridor created.
  - Lighting design to avoid illuminating woodland edges, hedgerows and sections of new planting.
- 5.6 It is anticipated that the following additional surveys would be required to progress a future planning application for the site:
- Botanical survey of the woodland ground flora during the appropriate survey season (May-June).
  - Bat activity transect surveys of hedgerows and woodland edge (May-September).
  - Climb and inspect surveys of trees identified to have the potential to support roosting bats should they be proposed for removal, pruning or disturbance by the development (non-seasonal).
  - Badger survey to identify sets within 30m of the site and check site use (optimal spring or early autumn/winter).
- 5.7 During construction the following precautionary working methods are proposed:-
- Nesting bird check prior to the commencement of works, if vegetation clearance works are to be undertaken within the nesting bird season.
  - Precautionary working methods in relation to badgers (capping any open pipe ends, covering open trenches or providing a means of access via sloping ends or planking).
  - Implementation of appropriate pollution control measures in regards to spillages and surface water drainage.
- 5.8 It is considered that the site is suitable for allocation for housing. The additional surveys will serve to inform the layout and confirm the details of the mitigation and enhancement measures outlined above which will ensure that the overall biodiversity of the site is maintained or enhanced.



**FIGURES**

FIGURE 02 – Phase I Habitat Survey



**APPENDICES**

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APPENDICES:

- 01 – Legislation Notes: Protected Species
- 02 – Existing Species records



**APPENDIX: 01****LEGISLATION NOTES: PROTECTED SPECIES****Bats**

All British bats are afforded full protection under both UK and European legislation.

The Conservation (Natural Habitats & c.) Regulations 2007 transpose the Habitats Directive into UK law, making it an offence to-

- deliberately disturb a bat or otter
- deliberately kill or capture a bat or otter
- damage, destroy or obstruct access to a breeding site or resting place (note this applies to both deliberate and reckless actions).

The Wildlife and Countryside Act 1981 (as amended) (Schedule 5) made it an offence to

- intentionally kill, injure or take a bat or otter
- damage, destroy or obstruct a resting place \*
- disturb the species in a resting place \*
- possess or control a bat, otter or any part thereof
- sell, offer for sale, possess or transport for sale any bat/otter or part thereof
- set traps for catching, killing or injuring bats or otters
- possess articles for the purposes of committing offences against bats and otters

[\*= intentional and reckless offences covered]

Legal protection under the Habitats Directive applies to both the animals and their breeding sites and resting places. This means that bat roosts are fully protected, whether they are in use at the time or not. Where roosts or resting/breeding sites are identified, any works which may contravene the protection afforded to them require derogation from the provisions of the legislation in the form of a licence from Natural England.

**Great crested newt (*Triturus cristatus*)**

Great crested newts and their habitats are given full protection under Section 9 of the Wildlife and Countryside Act 1981 (as amended). The species is also listed on Annexes II and IV of the EC Habitats Directive (Council Directive 92/43/EEC) which is implemented in the UK by The Conservation (Natural Habitats and Conservation) Regulations 1994 (as amended). It is a priority species in the UK Biodiversity Action Plan.

**Badger (*Meles meles*)**

Badgers and their setts are protected by the Protection of Badgers Act 1992. Under this act it is illegal to: (1) wilfully kill, injure, take a badger or attempt to do so, (2) cruelly ill-treat a badger or (3) interfere with a sett, including disturbing a badger while occupying a sett.

**Water vole (*Arvicola terrestris*)**

Water voles and their habitats are given full protection under Section 9 of the Wildlife and Countryside Act 1981 (as amended). This makes it a legal offence to damage or destroy or obstruct access to any structure or place used by water voles for shelter or protection, or to disturb water voles while they are using such a place.

**Breeding birds**

The Wildlife and Countryside Act 1981 gives protection to all bird's nests (whilst being built or in use) and eggs from intentional damage or destruction. Additional protection against disturbance on the nest or of dependant young is provided for birds included on Schedule 1.



APPENDIX: 02

Existing species records and designated sites location – NEYEDC

Data search for species records within 200m radius of SE 630 443

NEYEDC, 04/12/2013

Scientific Name	Common Name	Taxonomic group	Location	Grid Reference	Custodian	Survey	Recorder	Dated	Measurement
<i>Bufo bufo</i>	Common Toad	amphibian	Wheltrake Wood Pond	SE6545	neyeds.org.uk	YML amphibian and reptile records	Sunter, Richard	04/09/2004	
<i>Lisocottus helveticus</i>	Palmate Newt	amphibian	Wheltrake Wood Pond	SE6545	neyeds.org.uk	Water Bleak in Forest Enterprise Woodlands	Hammond, Martin (M)	04/10/07 - 10/1/97	
<i>Lisocottus vulgaris</i>	Smooth Newt	amphibian	Ponds in grounds of Diaseen	SE629424	neyeds.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	08/06/1998	
<i>Lisocottus vulgaris</i>	Smooth Newt	amphibian	Margaret's School	SE6545	neyeds.org.uk	Water Bleak in Forest Enterprise Woodlands	Hammond, Martin (M)	04/1/97 - 10/1/97	
<i>Rana temporaria</i>	Common Frog	amphibian	Ponds in grounds of Diaseen	SE629424	neyeds.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	08/06/1998	
<i>Triunus cristatus</i>	Great Crested Newt	amphibian	Margaret's School Pond	SE6545	neyeds.org.uk	YML amphibian and reptile records	Sunter, Richard	04/09/2004	5 Count Abundance Larvae
<i>Triunus cristatus</i>	Great Crested Newt	amphibian	Warren House Farm - pond WH4	SE6504432	neyeds.org.uk	York Pond Survey 2003	Randon, David	05/06/2003	present Abundance eggs
<i>Triunus cristatus</i>	Great Crested Newt	amphibian	Warren House Farm - pond WH4	SE6504432	neyeds.org.uk	York Pond Survey 2003	Randon, David	05/06/2003	1 Abundance Adult Female
<i>Triunus cristatus</i>	Great Crested Newt	amphibian	Ponds in grounds of Diaseen	SE629424	neyeds.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	08/06/1998	
<i>Accipiter gentilis</i>	Northern Goshawk	bird	Margaret's School	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	31/08/1981	
<i>Accipiter gentilis</i>	Northern Goshawk	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	31/08/1981	
<i>Accedo althia</i>	Common Kingfisher	bird	York & District	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	31/12/1985	
<i>Accedo althia</i>	Common Kingfisher	bird	York & District	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	31/12/1985	
<i>Accedo althia</i>	Common Kingfisher	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	31/12/1985	
<i>Asio flammeus</i>	Short-eared Owl	bird	York & District	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	31/12/1981	
<i>Asio flammeus</i>	Short-eared Owl	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	04/10/1983	
<i>Asio flammeus</i>	Short-eared Owl	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	04/10/1983	
<i>Botaurus stellaris</i>	Great Bittern	bird	York & District	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	12/12/1981	
<i>Botaurus stellaris</i>	Great Bittern	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	12/12/1981	
<i>Carduelis flavirostris</i>	Twala	bird	York & District	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	12/12/1981	
<i>Carduelis flavirostris</i>	Twala	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	20/11/1985	
<i>Carduelis flavirostris</i>	Twala	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	20/11/1985	
<i>Circus cyaneus</i>	Hen Harrier	bird	East Yorkshire	SE64	neyeds.org.uk	Brd records from local ornithological groups	Unknown	28/11/1979	



NEYEDC, 04/12/2013

Scientific Name	Common Name	Taxonomic group	Location	Grid Reference	Custodian	Survey	Recorder	Dated	Measurement
<i>Circus cyaneus</i>	Hen Harrier	bird	York & District	SE64	neyedc.org.uk	Bird records from local ornithological groups	Unknown	28/11/1979	
<i>Coccyzus erythrophthalmus</i>	Hawfinch	bird	Gashouse Plantation	SE634427	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	09/06/1998	
<i>Chas. crex</i>	Common Cuckoo	bird	East Yorkshire	SE64	neyedc.org.uk	Bird records from local ornithological groups	Unknown	17/05/1981	
<i>Crex crex</i>	Common Cuckoo	bird	York & District	SE64	neyedc.org.uk	Bird records from local ornithological groups	Unknown	17/05/1981	
<i>Falco columbarius</i>	Merlin	bird	York & District	SE64	neyedc.org.uk	Bird records from local ornithological groups	Unknown	27/12/1983	
<i>Falco columbarius</i>	Merlin	bird	East Yorkshire	SE64	neyedc.org.uk	Bird records from local ornithological groups	Unknown	27/12/1983	
<i>Falco columbarius</i>	Merlin	bird	York & District	SE6246	neyedc.org.uk	Bird records from local ornithological groups	Unknown	12/11/1981	
<i>Falco tinnunculus</i>	Common Kestrel	bird	A19, Deighton	SE627448	neyedc.org.uk	JMs casual records (1999 to 2005)	Northtime, James (M)	17/04/2003	
<i>Scotopelia rusticola</i>	Eurasian Woodcock	bird	Moreby Wood and Moreby Far Wood	SE613426	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Unknown	03/07/1998	
<i>Turdus philomelos</i>	Song Thrush	bird	Spring Wood nr Escrick	SE643439	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	03/06/1998	
<i>Pinus sylvestris</i>	Scots Pine	conifer	Spring Wood nr Escrick	SE643439	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	03/06/1998	B Abundance (DAFOR)
<i>Arenaria serpyllifolia</i>	Thymic-Leaved Sandwort	flowering plant	North Selby Mine	SE649441	neyedc.org.uk	City of York SINC Survey 2009	Hammond, Martin (M)	31/07/2009	W Abundance (DAFOR)
<i>Cerastium fontanum</i>	Common Mouse-ear	flowering plant	Moreby Wood and Moreby Far Wood	SE613426	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Unknown	03/07/1998	R Abundance (DAFOR)
<i>Cerastium fontanum</i>	Common Mouse-ear	flowering plant	Spring Wood nr Escrick	SE643439	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	03/06/1998	O Abundance (DAFOR)
<i>Fallopia japonica</i>	Japanese Knotweed	flowering plant	Floods in grounds of Queen Margaret's School	SE629424	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Hammond, Martin (M)	09/06/1998	LD Abundance (DAFOR)
<i>Hyacinthoides non-scripta</i>	Bluebell	flowering plant	Moreby Far Wood	SE614426	neyedc.org.uk	City of York SINC Survey 2009	Hammond, Martin (M)	12/05/2009	Id Abundance (DAFOR)
<i>Hyacinthoides non-scripta</i>	Bluebell	flowering plant	Moreby Far Wood	SE614426	neyedc.org.uk	City of York SINC survey 2004	Hammond, Martin (M)	05/06/2004	F Abundance (Count)
<i>Hyacinthoides non-scripta</i>	Bluebell	flowering plant	Moreby Wood and Moreby Far Wood	SE613426	neyedc.org.uk	North Yorkshire SINC survey - 2004 and before	Unknown	03/07/1998	LF Abundance (DAFOR)
<i>Hyacinthoides non-scripta</i>	Bluebell	flowering plant	Moreby Far Wood	SE615427	neyedc.org.uk	City of York Wildlife Sites	Unknown	1995	
<i>Ophrys sphegodes</i>	Bee Orchid	flowering plant	North Selby Mine	SE649441	neyedc.org.uk	City of York SINC Survey 2009	Hammond, Martin (M)	31/07/2009	W Abundance (DAFOR)

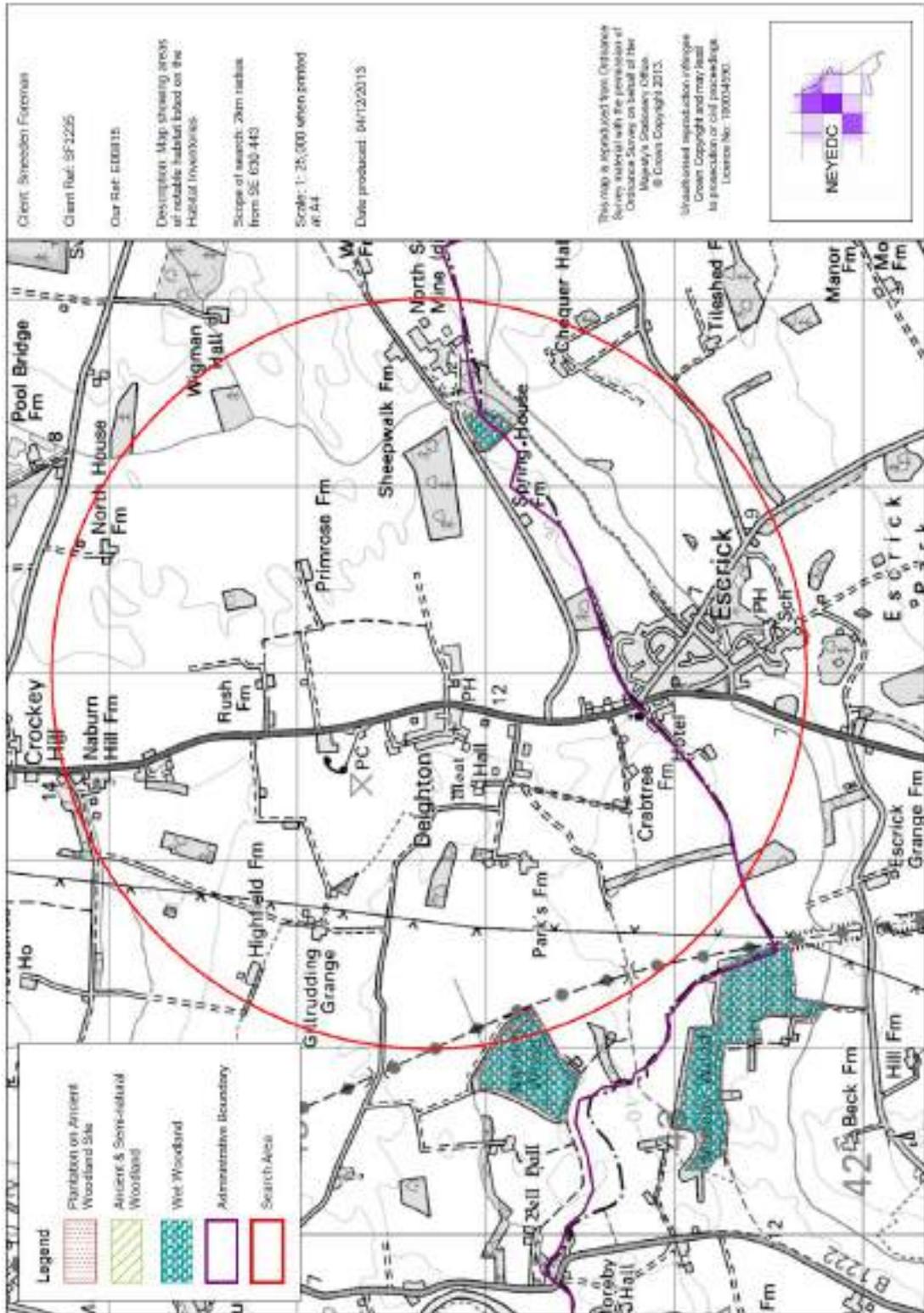


NEYEDC, 04/12/2013

Data search for species records within 2km radius of SE 630 443

Scientific Name	Common Name	Taxonomic group	Location	Grid Reference	Custodian	Survey	Recorder	Dated	Measurement
<i>Ilybius chalconotus</i>	<i>Ilybius chalconotus</i>	insect - beetle (Coleoptera)	Wheldrake Wood Pond	SE6646	neyedc.org.uk	Water Beetles in Forest Enterprise Woodlands	Hammond, Martin (Mr)	04/1997 - 10/1997	
<i>Arvicola amphibius</i>	European Water Vole	terrestrial mammal	Ouze Catchment	SE633427	neyedc.org.uk	North Yorkshire Water Vole records	Unknown	08/05/2000	Present
<i>Arvicola amphibius</i>	European Water Vole	terrestrial mammal	Wheldrake Ings	SE64	neyedc.org.uk	Yorkshire water vole records (positive)	Thompson, Michael	1973	
<i>Erinaceus europaeus</i>	West European Hedgehog	terrestrial mammal	Escrick	SE634420	neyedc.org.uk	Yorkshire Mammal Group records	Morimer, James (Mr)	28/08/2002	
<i>Erinaceus europaeus</i>	West European Hedgehog	terrestrial mammal	Gravel Pit Farm	SE62714479	neyedc.org.uk	Yorkshire Mammal Group records	Morimer, James	25/06/2002	
<i>Erinaceus europaeus</i>	West European Hedgehog	terrestrial mammal	North Yorkshire	SE627435	neyedc.org.uk	Yorkshire Mammal Group records	Kerlake, Lisa	12/04/2001	
<i>Erinaceus europaeus</i>	West European Hedgehog	terrestrial mammal	North Yorkshire	SE643463	neyedc.org.uk	Yorkshire Mammal Group records	Kerlake, Lisa	08/08/2000	
<i>Erinaceus europaeus</i>	West European Hedgehog	terrestrial mammal	North Yorkshire	SE627497	neyedc.org.uk	Yorkshire Mammal Group records	Kerlake, Lisa	12/07/2000	
<i>Erinaceus europaeus</i>	West European Hedgehog	terrestrial mammal	North Yorkshire	SE6244	neyedc.org.uk	Yorkshire Mammal Group records	Oxford, Geoff	30/04/1997	
<i>Erinaceus europaeus</i>	West European Hedgehog	terrestrial mammal	North Yorkshire	SE6346	neyedc.org.uk	Yorkshire Mammal Group records	Oxford, Geoff	16/04/1997	
<i>Lepus europaeus</i>	Brown Hare	terrestrial mammal	North Yorkshire	SE6546	neyedc.org.uk	Yorkshire Mammal Group records	Hanson, Ann	01/02/2000	
<i>Lepus europaeus</i>	Brown Hare	terrestrial mammal	Crockey Hill	SE6245	neyedc.org.uk	Yorkshire Mammal Group records	Oxford, Geoff	16/03/1998	
<i>Mosia melles</i>	Eurasian Badger	terrestrial mammal	Escrick to Wheldrake Road	SE640427	neyedc.org.uk	Yorkshire Mammal Group records	Kerlake, Lisa (Ms)	24/03/2002	
<i>Mosia melles</i>	Eurasian Badger	terrestrial mammal	North Yorkshire	SE640427	neyedc.org.uk	Yorkshire Mammal Group records	Kerlake, Lisa	12/03/2002	
<i>Mosia melles</i>	Eurasian Badger	terrestrial mammal	North Yorkshire	SE6546	neyedc.org.uk	Yorkshire Mammal Group records	Hanson, Ann	01/02/2000	
<i>Pipistrellus</i>	Pipistrellus	terrestrial mammal	Yorkshire	SE64	neyedc.org.uk	Bat records from The Naturalist	Unknown	1870 - 1989	
<i>Pipistrellus</i>	Pipistrellus	terrestrial mammal	Black Plantation	SE64	neyedc.org.uk	East Yorkshire Bat Group (recent visits)	Unknown, *	1973	
<i>Pipistrellus pipistrellus</i>	Pipistrellus pipistrellus	terrestrial mammal	Escrick	SE6342	neyedc.org.uk	Yorkshire Mammal Group records	Thompson, Michael	20/07/1987	







SF 2235

Date December 2013

Land north of Escrick  
Tree Survey  
Revision B

Landscape Architects ■ Urban Designers ■ Ecologists ■ Horticulturists

Somerset House, Low Moor Lane, Scotton, Knaresborough, North Yorkshire, HG5 9JB Tel: 01423 863369 Fax: 01423 313107 Email: [office@smeedenforeman.co.uk](mailto:office@smeedenforeman.co.uk) [www.smeedenforeman.co.uk](http://www.smeedenforeman.co.uk)

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## **1.0 Introduction**

Smeeden Foreman was commissioned to undertake a survey of the trees associated with the fields to the north of Escrick village that are proposed as a housing allocation site. This survey was carried out to inform the design process for any housing layout, tree works and protection during potential construction works. The tree survey was carried out on 10<sup>th</sup> December 2013.

### **1.1 Site description and development proposed**

The site is situated to the northern extents of Escrick village on the southern limit of the City of York border. The site comprises farmland and is bordered by New Road to the north, the A19 to the west the residential walled rear gardens of Dower Chase and Dower Park to the south and a single paddock to the east, which separates the site from the western edge of Blanshard's Wood. The farmland comprises three fields, two of which are currently arable and a third which is used for grazing sheep and horses. There is no consistent field boundary treatment with dense and intermittent hedgerows, ditch and post and wire fencing and Victorian brick boundary walls. The tree population is restricted to field boundaries with corners in-filled with poplar and conifer plantation. There are some mature trees in particular limes along New Road and some large oaks located to the south of the site, around and within the rear gardens of Dower Park, formerly grounds to The Dower House.

### **1.2 Legal status of surveyed trees**

The site is not within a conservation area. The edge of Escrick Conservation Area however includes the dwellings and gardens of: Talland House, The Rectory, Chelsea Cottage and Greenacres along the southwest border of the site.

There are no trees within the site area with tree preservation order status. Work to trees may however be subject to control under a range of other legislation, much of which is aimed at wildlife and habitat protection, particularly nesting birds and bats.

No work should be done to any trees until either suitable permission has been granted or it has been verified that the intended work does not require permission.

## 2.0 Aims and Methodology

### 2.1 Aims

The aims of the survey are to undertake a non-invasive survey of the identified trees and any trees which have the potential to be affected by future works within the vicinity. The Tree Constraints Plan shows the location and category of the surveyed trees.

### 2.2 Survey Methodology

The survey was carried out to British Standard 5837:2012 using the categories explained below:

- 2.2.1 The trees were assessed visually from ground level. Where potential problems were identified, further inspection by tree climbing is recommended. No digging or drilling methods were employed during this survey
- 2.2.2 The tree numbers or group numbers within the schedules refer to the order in which the trees were recorded and shown on the tree survey plan
- 2.2.3 The approximate height of each tree is measured from ground level to top of canopy using a clinometer;
- 2.2.4 The diameter of each tree is measured at 1.5m above ground level. Where a tree stem divides below 1.5m each stem is measured at 1.5m above ground level in accordance with Annex C of the British standard. The diameter of trees where the trunk was inaccessible have been estimated and marked as such within the survey schedules.
- 2.2.5 The age of each tree is based upon our experience and is divided into young, semi-mature, early-mature, mature, over mature and veteran.
- 2.2.6 The physiological condition of the trees is based upon our experience and is an assessment of the health and vigour of the tree.
- 2.2.7 The structural condition and description is also based on our experience.
- 2.2.8 Both the approximate expected lifespan remaining and category / rating of each tree is based on our experience;
- 2.2.9 The retention category of each tree or group of trees is based upon the information detailed above using the following categories:

<b>A</b>	<b>Trees of high quality and estimated life expectancy of at least 40 years</b>	<b>(Light green on plan)</b>
<b>B</b>	<b>Trees of moderate quality and estimated remaining life expectancy of at least 20 years</b>	<b>(Mid blue on plan)</b>
<b>C</b>	<b>Trees of low quality and estimated remaining life expectancy of at least 10 years or young trees with a stem diameter below 150mm</b>	<b>(Grey on plan)</b>
<b>U</b>	<b>Trees cannot realistically be retained as living trees in context of current land use for longer than 10 years</b>	<b>(Dark red on plan)</b>

- 2.2.10 The following subcategories have been used in rating tree value:

<b>1</b>	<b>Mainly arboricultural value</b>
<b>2</b>	<b>Mainly landscape value</b>
<b>3</b>	<b>Mainly cultural values, including conservation</b>

### 3.0 Survey Data

#### 3.1 Key to Survey Schedules

**Tree no.** Tree number as recorded on the plan: T1, T2 etc and for tree groups: G1, G2 etc. Hedges: H1, H2 etc.

**Species** Common name

**Height** Overall estimated height of the tree in metres (rounded up to the nearest metre for trees over 10m high).

**Stem Dia** Stem diameter measured in millimetres at 1.5m above ground (on sloping ground measured on the upslope of the stem) in accordance with Annex C of BS5837:2012.

**Branch spread** Measured in metres (rounded up to the nearest half metre) along the four cardinal points: north, east, south and west to derive an accurate representation of the crown.

**Ht crown clearance** The existing height, measured in metres, above ground level of: the first significant branch and direction of growth and the canopy.

**Age class** Young (Y), semi-mature (SM), early mature (EM), mature (M), over-mature (OM), veteran (V).

**Physiological condition** Good (G), moderate (M), poor (P), dead (D).

**Structural condition** Overall form of tree, presence of any decay, any physical defects and observations

**Preliminary Management Recommendations** Including any further investigations required, wildlife habitat potential, management or pruning works.

**ERC** The estimated remaining contribution measured in years: <10, 10+, 20+, 20-30+, 40+

**Cat** Category U or A to C grading as defined in Table 1 BS 5837: 2012

**RPA** Root protection area measured in square metres and calculated according to BS 5837:2012

Other abbreviations used:

<b>OSB</b>	Outside site boundary	<b>T</b>	Tree	<b>G</b>	Group	<b>H</b>	Hedge
<b>AFP</b>	Access facilitation pruning (one-off pruning to allow access for construction)	<b>GL</b>	Ground-level				
<b>MS</b>	Multi-stem	<b>Est</b>	Estimate				

### 3.2 Individual Trees

Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T1	0827	Norway maple in hedgerow	9.8	200#	N 4 E 2 S 3 W 4	4 over field	Y	Good	Forks at 2.1m to approximately equal diameter stems. Eastern stem forks again. Full canopy	No work required	30+	<b>B2</b>	18
T2	0828	Norway maple In hedgerow	9.8	200	N 4 E 3 S 3 W 3	4 over field	Y	Good	Forks at 1.9m to approximately equal diameter stems. Snags to east with part calloused wounds on underside of branches from farm vehicles and hedge maintenance works.	Clean snags	30+	<b>B2</b>	18
T3	0829	Norway maple in hedgerow	9.8	330	N 4 E 3.5 S 3.5 W 4	3 over field	Y	Good	Clear stem to 2.2m where branching breaks to 5No. stems. Eastern central stem most prominent. Snags over field and hedge with some part calloused wounds.	Clean snags	30+	<b>B2</b>	55
T4	0830	Norway maple in hedgerow	9.8	235 150	N 4 E 4.5 S 3 W 3	3 over field	Y	Good/ Fair	Forks at 1.2m with slight lean to north. Northern stem of fork quite scrubby. Impact wounds and snags to east some part calloused.	Clean snags	30+	<b>B2</b>	41
T5	Not tagged	Oak in road verge 2m from hedgerow	9.8	3- 400#	N 4 E 3.5 S 4 W 4	3 over field	EM	Good	Stocky well balanced tree. Covered in ivy to 80% so impedes the assessment of its structure or condition. Some part calloused impact wounds.	Consider reduction in ivy	40+	<b>A/B2</b>	55
T6	0831	Norway maple in hedgerow	9.8	305	N 3 E 4.5 S 4 W 3	3 over field	Y	Good	Forks at 2.5m to major/ minor stems. Major stem to east where forks again to create an unbalanced crown with bias to east. Some branch damage from farm vehicles to east.	No work required	30+	<b>B2</b>	48

Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T7	0832	Norway maple in hedgerow	9.8	170 210	N 3 E 3.5 S 3.5 W 3.5	3 above field	Y/EM	Good	Forks at 1.4m to approximate equal diameter stems. Southern stem forks again at 2.1m to create busy central canopy. Some snags to east.	No work required	30+	B2	34
T8	0833	Norway maple in hedgerow	9.8	260	N 3 E 3.5 S 3 W 3.5	3 above field	Y	Good	Trifurcates at 1.5m to approximate equal diameter stems with lesser stem to the west. Some part calloused wounds to east, no rot.	Clean snags	30+	B2	34
T9	0834	Norway maple in hedgerow	9.8	200 150	N 2 E 2 S 1 W 2	4 above field	Y	Good	Narrow and thin, forks at 900mm to upright ascending stems. One major, one minor. No significant laterals before 3m. Limited canopy.	No work required	30+	B2	28
T10	0835	Cherry in hedgerow	9.8	350	N 3.5 E 4 S 3 W 3.5	3 above field	Y/EM	Good/Fair	Crown branches begin at 1.8m. Major stem to north which forks again at 2.2m. Minor stem forks immediately to three stems. Sucker to north creating twiggy growth in lower canopy. Oozing resin from wounds.	Remove suckers, clean snags	25+	B2	55
T11	0836	Oak	14.8	1030	N 4 E 9 S 9 W 6	5-6 all round	M	Fair	Slight lean east at 80°. Large lateral to east. Main leader shattered in past, extent of internal decay unknown. Past prune snags with some rot.. <b>Potential bat roost.</b> Rabbit burrows in root hollows.	Considered selective surgery work required by qualified surgeons	30+	B2	499
T12	0837	Cherry in hedge	9.8	290 160	N 4 E 5 S 4 W 4	3 cut back over field	EM	Fair	Central leader to approximately 6m where forks. Good lateral spread. Numerous suckers which are impacting on the main tree. Some suckers have been trimmed back to form hedge elements. Oozing resin	Remove suckers and cherry in hedgerow. Consider re-planting hedgerow	25+	B2	55
T13	0838	Alder in hedgerow	8	165	N 2.5 E 3 S 1.5 W 1	3 above field	Y	Fair	Leans east approximately 60° then straightens at fork at 2m to major/ minor stems. Structure-less tree with unbalanced canopy.	-	20+	B2	14

Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T14	No tag	Alder 3m from hedgerow outside site boundary	8	200	N 2 E 3 S 2 W 3	Branches 700 above ground level	Y	Good	Multi-stem from base, one main stem, two lesser. Upright well balanced laterals from low on stem	No work required	20+	B2	18
T15	0839	Ash just in field	10.8	240 240	N 5 E 4 S 4 W 4	4 above field	Y	Good	Forks at 600mm above ground level to approximate equal diameter stems. East stem forks again creating a busy central canopy. Some crossing, crowded branches. Some part calloused wounds to field.	Selectively prune crossing, crowded, snapped branches.	<25	B2	55
T16	0840	Ash in hedgerow	10.8	400	N 6 E 5 S 4 W 6	4 above field	EM	Good	Clear stem to 2.3m where branches break to one main stem, four lesser. Ivy clad to 50% so impedes the assessment of its structure or condition.	Consider ivy maintenance	25+	B2	72
T17	0841	Ash in hedgerow	9	290	N 4 E 3.5 S 3 W 4	3 above field	Y	Good	Forks at 2.3m to major stem to west, minor stem to south. Other laterals with snags and part calloused wounds on field side by farm machinery. Canopy trimmed back over field.	No work required	25+	B2	41
T18	0842	Oak on field edge	17.8	1005	N 5 E 8.5 S 7.5 W 5	4 on field side	M	Good/ Fair	Old tree. Appears to fork at approximately 5m but 75% ivy so impedes the assessment of its structure or condition. Some deadwood in upper crown. Some prune wounds on field side. Bat roost potential.	Consider ivy maintenance for further tree inspection	40+	A2	519
T19	0843	Lime	16.8	950	N 8 E 7.5 S 9 W 5.5	5 on field side	M	Fair	Stately well balanced laterals. Heavy epicormic growth to east well established. Growth to field side cut back with some part calloused wounds. Ivy clad to 60% so impedes the assessment of its structure or condition	Consider ivy maintenance. Clear basal suckers to east	30+	B2	408

Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T20	0844	Lime	12.8	850#	N 3 E 6 S 4 W 2.5	4 on field side	M	Fair/ Poor	Forks at approximately 1.9m to equal diameter stems. Dieback and diminished crown. Ivy clad to 60% height of the tree so impedes the assessment of its structure or condition.	Clean deadwood	20+	<b>B3</b>	327
T21	0845	Lime	14.8	890	N 5 E 5 S 5.5 W 5	4 on field side	M	Fair/Poor	Forks to major/ minor stems with lesser at 2.5m. Canopy divides into branching laterals with no central leader. Diminished crown. Ivy obscures form and condition. Extensive rot through centre of tree	Potential chance of structural failure. Further investigation required	<10	<b>C2</b>	366
T22	0846	Lime	14.8	680 240 240 150 150 240	N 3.5 E 6 S 6 W 6.5	4 on field side	M	Fair	Ivy clad to 60% of tree so impedes the assessment of its structure or condition. Advanced epicormic growth on east has competed with tree. Have developed into small trees.	Consider maintenance of ivy and pruning of epicormic growth	25+	<b>B2</b>	191
T23	0847	Oak	14.8	430 430	N 3.5 E 5 S 5 W 6	5 on field side	EM	Good	Forks at base to approximately equal diameter stems. Well balanced light laterals from low on the stem. Ivy clad to 30%.	Consider maintenance of ivy	40+	<b>B2</b>	177
T24	0848	Ash	11	225 120 120 60	N 3 E 5 S 3 W 0.5	3 above arable field to west	Y	Fair	Multi-stem from base. Growing out of top of field ditch bank. Scrappy nature with numerous suckers. Canopy bias to the east.	Remove suckers	25+	<b>B2</b>	41
T25	0849	Ash	12.8	320 240 130	N 5 E 3.5 S 5 W 6.5	3 above arable field to west	EM	Fair/Good	Multi-stem from base. 'V' shaped structure with divided/shared canopy. Central lesser stem removed at 1.6m in past. Bark migration and decay down stems.	Remove suckers	25+	<b>B2</b>	81

Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T26	0850	Oak	15.8	970#	N 7 E 7 S 8 W 7	3 above arable field to west	M	Good	Growing on top of field ditch bank. Strong well balanced laterals. 2No. large limbs to east. Ivy through tree. Some deadwood and some bark loss to exposed roots no rot.	Clean suckers and snags. Consider ivy removal	40+	A2	430
T27	0851	Ash	13.8	260	N 4 E 2 S 5 W 3.5	3 above arable field to west	Y	Good	Leans south at 60° then straightens. Forks at 2.1m to approximate equal diameter stems that immediately fork to create major, minor stems. Major stem develops to central leader.	No work required	30+	B2	34
Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T28	0852	Ash	16.8	300 250 180 150 150	N 3 E 5 S 6 W 5	3 above arable field to west	Y	Good	Multi-stem from field ditch bank top. Ascending clear stems to approximately 3m where laterals start. Busy canopy. Ivy clad to 50%.	Consider maintenance of ivy	30+	B2	113
T29	0853	Ash	13.8	200 190 120 100	N 4 E 1.5 S 3 W 3	3 above arable field to west	Y	Good	Top of field ditch bank. Rough multi-stem. Two main stems, two lesser, one of which was cut down at 1.6m. Vigorous hedgerow tree.	Prune back basal epicormic growth	30+	B2	48
T30	No tag	Sycamore	8.8	315	N 3 E 3.5 S 2 W 3	3 above arable field to west	Y	Fair	Well balanced structure. Low branches to east. Has been pruned back to south leaving snags. Migrating bark on some lower branches. Requires selective surgery to improve.	Clean snags. Remove sucker and diseased branches	30+	B2	48
T31	0854	Oak	17.8	850#	N 7 E 7 S 6 W 5.5	5 over field to west	SM	Good	Clear stem to approximately 4m where main branches start. Strong stately tree with broad limbs creating rounded canopy.	Remove lowest snags and deadwood	40+	A2	327

Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T32	No tag	Oak outside site	17.8	900#	N - E 8.5 S - W 13	900	M	Good	Strong structure with well balanced limbs all round. Some die-back. Growing on edge of pond now dried up/ filled in.	Remove snags	40+	A1	366
T33	No tag	Sycamore just outside site	17.8	850#	N 4.5 E 7 S 8 W 9	5 above field	M	Good/Fair	Ivy clad to 75% of tree so impedes the assessment of its structure or condition. Broad canopy	-	30+	B2	327
T34	No tag	Spruce outside site 1.5m from field edge	17.8	450#	N 2.5 E 5 S 3 W 4	4 above field	SM	Good	Good structure for species. Branches overhanging branches snapped off.	Clean snags	30+	A2	92
Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T35	No tag	Oak outside site in rear garden	18.8	100#	N - E 7 S - W 9	5 above field	M/ OM	Fair	Strong form with 3No. main stems forming the upper canopy. Cavity in old branch socket on west face. Roots probably affected when house constructed.	-	30+	A2	452
T36	No tag	Oak outside site in rear garden	18.8	700 500#	N E 5 S W 5	5 above field	M	Fair	Forks to major, minor stems. Some pruning work in past to facilitate house construction as with tree T35.	-	30+	B2	346
T37	No tag	Oak outside site in rear garden	18.8	450	N E 5 S W 5	2.5	M	Fair	Strong upright with balanced laterals. Part calloused past prune wounds on west side over the boundary wall.	-	30+	A2	92

Tree No.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
T38	No tag	Oak outside site in rear garden	20.8	200	N 3 E 4 S 3 W 3	2.5	Y	Good	Strong tree, well balanced laterals.	-	40+	A2	18
T39	No tag	Sycamore outside site in rear garden	16.8	400#	N 6 E 5 S - W 8	2 over field	SM	Good	Upright ascending branches creating full broad canopy.	-	30+	B2	72
T40	No tag	Oak	20.8	700#	N 9 E 4.5 S - W 10	3	M	Good	Strong clear stem to 6m where branches break to 6No. stems with strong central leader.	-	40+	A1	222

### 3.3 Tree Groups

Group no.	Tag No.	Species	Height (m)	Stem Dia (mm)	Branch Spread (m)	Ht crown clearance (m)	Age Class	Physiological condition	Structural condition	Preliminary management recommendations	ERC (years)	Cat	RPA (m <sup>2</sup> )
G1	No tag	Beech, Oak, Scots pine, Sycamore outside site	9.8-11.8	510-200	<b>N</b> 4.5 <b>E</b> 4 <b>S</b> 4.5 <b>W</b> 4	2	Y	Good	Line of young oaks set 2m back from field boundary marker posts. Former plantation re-planted with transplants in tubes	-	40+	<b>A-B2</b>	18-124
G2	No tag	Poplar some self-set sycamore outside site	22 generally	200-290	<b>N</b> 0.8 <b>E</b> 0.8 <b>S</b> 0.8 <b>W</b> 0.8	-	EM	Good	Poplar plantation at approximate 2m centres.	-	20+	<b>B2</b>	18-41
G3	No tag	Holly outside site	9.8	70-250	<b>N</b> 3-5 <b>E</b> 2-3 <b>S</b> 3-4 <b>W</b> 2-4.5	Feathered to floor	EM	Good	Group of upright vigorous suckering holly with no clear leaders and thin laterals.	-	30+	<b>B2</b>	3-28
G4	No tag	Scots Pine Sycamore	12.8-20.8	300-600	<b>N</b> overhangs site by 7-13m	3+	M	Good	Triangular plantation of mature Scots pine with some self-set Sycamore.	-	40+	<b>A2</b>	41-163
G5	No tag	Larch edged with Oak and Sycamore	Edging 6-12.8 Larch 17-18	Edging 150-200, some 450	<b>W</b> overhangs site by 3-7m	2-3+	Edging Y-EM	Good	Dense Larch plantation with a windbreak edge of young Oak, Hawthorn and Sycamore and dotted with some larger Sycamore specimens.	-	40	<b>A2</b>	10-18

## 4.0 Summary

Apart from one old Oak tree, T5 located in an arable field all other trees on site are located along or concentrated at the intersection of field boundaries. Approximately one third of the individual trees are recorded as high quality with the remaining two thirds comprising moderate quality trees. One lime (T21) has significant rot and is accorded low grade status and an oak tree (T11) is located in an arable field and has significant vigour despite past limb loss and ongoing farming operations across the root plate area; the sockets and fissures on this tree provide a high potential for bat roosting.



1. Typical field boundary hedgerow trees to the north and north west with tree T5 beyond the site boundary and heavily clad in ivy



2. Tree T12 showing its trimmed suckers forming the ineffective hedge



3. Tree T11, B grade oak



4. Close up images of Tree T11, showing the shattered central leader and snags from past pruning some of which have visible rot



5. Group G19 the B grade poplar plantation with the heavily ivy clad Tree T18 on the edge of the arable field.



6. Tree T19 a B grade lime showing un-maintained basal epicormic growth and ivy infestation



7. The disused section of New Lane, Tree T20 in the foreground, T19 in the background. Decay through the centre of trunk base of tree T21



8. Tree T31 an A grade oak on the ditch bank boundary with grazing paddock in the foreground and arable field beyond



9. The disused section of New Lane, Tree T20 in the foreground and T19 in the background indicating the diminished crown and ivy infestation



10. T32 in the foreground, one of three mature oaks outside the site area



11. Tree T35 Mature oak in the rear garden property of Dower Park



12. Tree 36 – G4/G5 Mature oak in rear gardens of Dower Park and mature Scots pine plantation G4, and larch plantation G5 to the far left of this

## 5.0 Root Protection Areas

The extent to which a tree may represent a constraint to development will depend both upon the location of the trunk and size and nature of the canopy and also the extent of the roots below ground. The tree survey drawing plots the location and extent of the tree above ground and through application of the calculation provided in section 5.2.2 of the BS 5837: 2012; the extent of the root protection area has been plotted on the tree survey drawing SF 2235 TS01.

The root protection area represents a potential constraint to development which may be modified in pattern, although not overall area, by existing site conditions such as structures, soil types and drainage, and an appreciation of the nature of particular tree species and root morphology.

## 6.0 Above Ground Constraints

The potential for retaining trees on a development site includes the extent of the influence of the tree at the time of survey and consideration is also given to the effects of future growth within the context of the proposed development. In addition the potential nuisance caused by shading to new buildings both after construction and also once trees reach their ultimate size should also be considered.

## 7.0 Recommendations for detailed site planning

There is an inherent value to some of the surveyed trees that relates to their age, general good condition and the landscape, ecological and historical contribution they make within the local area. It is recommended that trees of particular note should be retained and incorporated within the development proposals. These trees are: T11 a B grade oak, T18 an A grade oak, T19 a B grade lime, T26 an A grade oak and T31 an A grade oak.

As the scheme is considered in greater detail, it is recommended that the locations of the existing trees are re-assessed against a topographical survey of the site, and notable existing trees (as mentioned above) and the extent of their root protection areas are considered. There are in addition other large trees beyond the site that could impact the development through canopy spread, root extent or both. These are identified within this report and drawing SF 2235 TS01, which will provide guidance in the site planning process. Although tree Groups G4 and G5 are included in the tree survey these areas do not form part of the proposed site area and purely give context to the eastern boundary of the site.

It is further recommended that in accordance with item 4.4 of Smeeden Foreman's Landscape Visual Impact Assessment for the site, should existing trees be lost to the development their number should be replaced and further supplemented throughout the development with appropriate indigenous species. Figure 3 below recommends that re-planting should also include: offsite planting to improve the approach to the village re-instating hedgerows and hedgerow trees along the northern boundary with a moderately high proportion of evergreen species along A19; incorporation of native trees and shrubs with wildflower under-storey through the centre of the site; and a strong landscape buffer to the west and southern boundaries to maximise long-term screening and tie into the existing tree cover.

Some existing woodland management would be beneficial; in particular selective thinning of the Poplar plantation G2, to incorporate some long lived forest scale native trees.

Tree planting will broaden the age structure and species distribution of the existing tree population and increase the opportunity for the creation of further wildlife habitats.

It is understood that the illustrative Masterplan at Fig I has previously been submitted to the Council to indicate one possible layout option for the site and that this will be worked-up in greater detail in response to technical and environmental considerations and through discussions with CYC. There is no conflict between the layout principles of the illustrative Masterplan and our recommendations above.



Fig 1. Richard Partington Architects preliminary Illustrative Masterplan (not to scale)



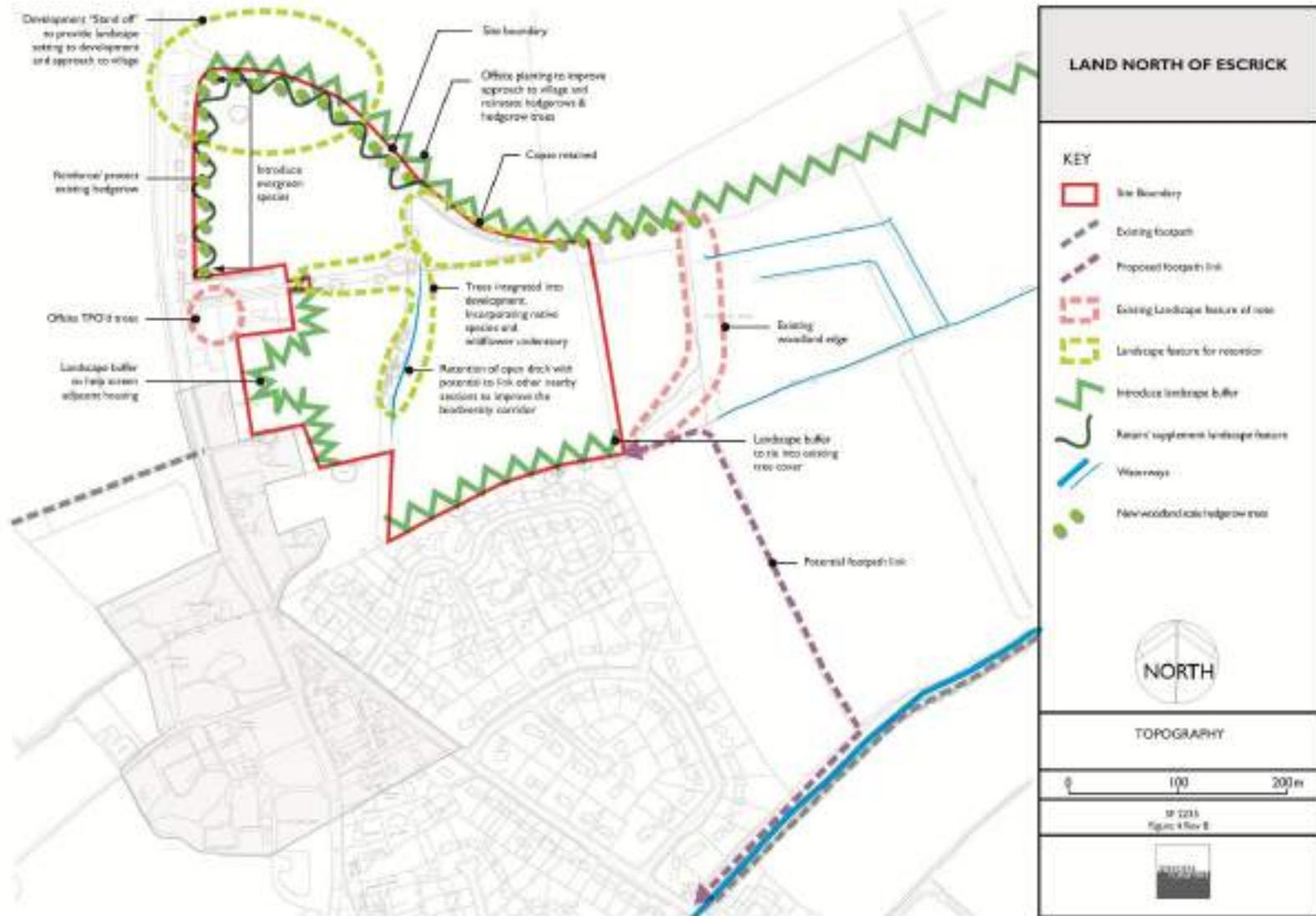


Fig 3. Landscape & Ecological Mitigation (not to scale)



Land to the North of Escrick

Landscape and Visual Impact Appraisal - Issue 4 February 2014



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## 1.0 Introduction

This report will consider the potential landscape and visual effects of housing development occurring within a proposed allocation site located to the north of Escrick Village, South of York. We have had regard to the sketch scheme at Fig 1.2, produced for illustrative purposes at an earlier stage of the Local Plan consultation process but we understand it is a concept plan only and will be subject to review and amendment following technical and environmental investigations, including this LIVA. The concept plan provides for approximately 220 units.

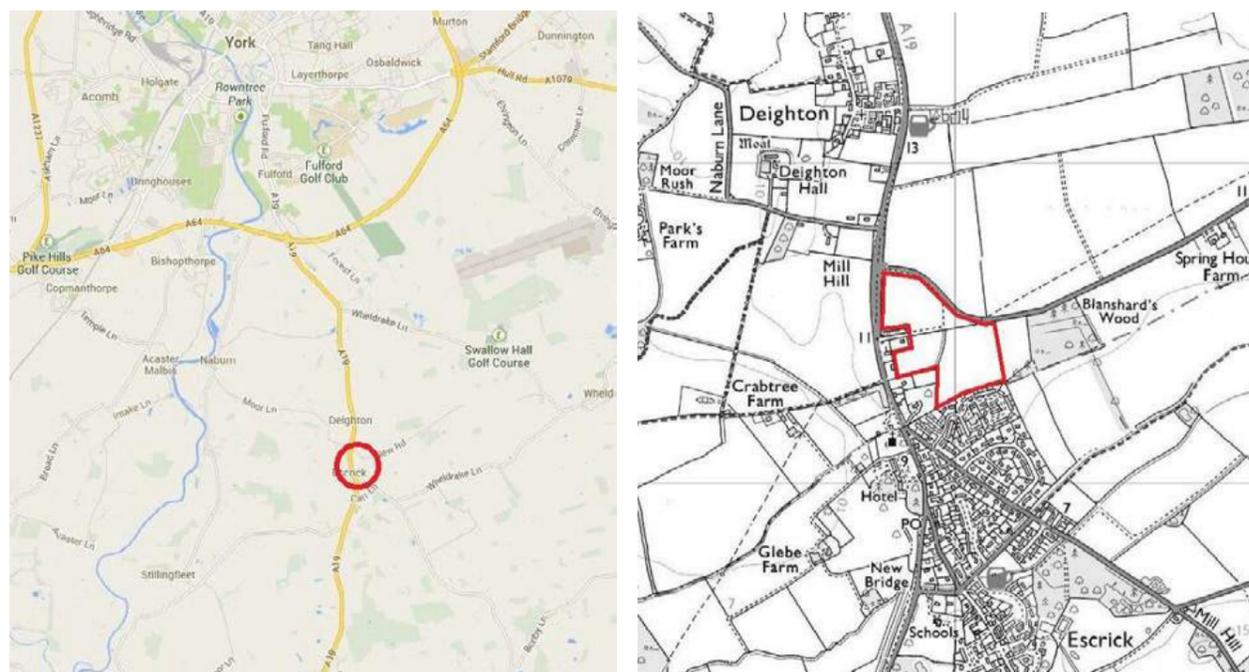


Image 1.1 Site Location Plans

### 1.1 The Site

Escrick is located approximately seven miles south of York and seven miles north of Selby. The proposed allocation site is located to the north of the village.

The site occupies an area of approximately 9.6ha and includes three fields. It is defined to the south and (part) west by garden boundaries; a brick wall runs along the southern boundary and roads form the northern and (part) western boundary. One of the fields is currently grazed by sheep. Within the site are two copses and several mature trees generally associated with a drain running north south down the centre of the site. Please refer to the separate tree survey for further information.

There are no public rights of way within the site. The topography of the site is generally level, and lies between 10-15m AOD.

## 1.2 Proposed Development

Proposed development of the site is for the construction of a mixture of terraced detached, semi-detached predominantly family houses, affordable housing (size and mix to be agreed with the Local Planning Authority) and bungalows, with potential for sheltered housing properties. Access would be via New Road and the A19.

The sketch design maintains the majority of existing trees and boundary vegetation.



Image 1.2 Sketch design, Richards Partington Architects Aug 2013



### 1.3 Scope and Study Area

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A distinction has been made in this Landscape and Visual Impact Appraisal (LVIA) between the 'study area' and the proposed allocation site.

The visual assessment considers the visual amenity of the site and the surrounding study area and identifies potentially sensitive visual receptors and the approximate visibility of the development. The study area is defined by the Zone of Theoretical Visibility (ZTV) and it is 'the area in which a proposed development may have an influence or effect on visual amenity' [1].

The character of the proposed allocation site is examined in relation to that of the wider area, which is set out and described in Natural England's National Character Area 28 [2], Vale of York. Within the North Yorkshire and York Characterisation Project the site and adjacent land is located within area 28 Vale Farmland with Plantation Woodland and Heathland. [3]. Within the Local Character Assessment produced for City of York Council the site and adjacent land is located within Character Area 4: Wooded Arable Lowland of the York Landscape Character Appraisal. [4].

The site and surrounding areas were visited during November 2013.



## 2.0 Methodology

The process has been guided by the third edition of the document 'Guidelines for Landscape and Visual Impact Assessment', published by Landscape Institute with the Institute of Environmental Management and Assessment [5].

'Landscape and Visual Impact Assessment (LVIA) is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people's views and visual amenity.' Para 1.1 P4

The two distinct components of LVIA are:

1. **assessment of landscape effects:** assess effects on the landscape as a resource in its own right;

2. **assessment of visual effects:** assessing effects on specific views and on the general visual amenity experienced by people.' Para 2.21 P21 [5]

This report separates these elements into two distinct sections so that the differences can be clearly appreciated.

In order to satisfy the objective of this study, each section has been set out as follows:

**Baseline Analysis** - This is an analysis of the existing situation within and surrounding the site. It draws upon information gathered during a desk study and field survey work. In relation to the visual amenity section, the area of study (extent of visibility) is also identified and visual receptors are selected and visited. Planning designations intended to protect landscape and visual amenity are also recorded.

**Assessment of Landscape and Visual Effects** - This part of the study describes the likely nature and scale of changes to landscape character and visual amenity. The proposed development is studied and then compared against the baseline information to ascertain potential effects upon the landscape and visual amenity.

To accompany the description of baseline and assessment information, a series of classifications have been applied to the landscape character of the site and each visual receptor. These act as a summary and place a defined value on; the sensitivity of the character area/visual receptor, the magnitude of change and the subsequent significance of the effect of the development.

### 2.1 Sensitivity of Existing Landscape Character/ Visual Receptors

The sensitivity of the landscape to change is the degree to which a particular landscape can accommodate changes, or new features without significant detrimental effects to its essential characteristics.

The sensitivity of visual receptors will depend on three key factors:

- The receptor's activity whilst exposed to the view (work, recreational activities, resident);
- Degree of exposure to view; and,
- Period of exposure to view.

The sensitivity of landscape character or a visual receptor is defined as being High/Medium/Low, where High is the most sensitive.

General criteria for establishing the sensitivity of visual receptors and landscape character are set out in the following table.

Sensitivity	Visual Receptors	Landscape Character
High	<ol style="list-style-type: none"> <li>1. Residential properties with predominantly open views from windows, garden or curtilage. Views will normally be from principal living rooms and from windows of rooms in use during the day.</li> <li>2. Users of Public Rights of Way with predominantly open views and of recreational use.</li> <li>3. Non-motorised users of minor or unclassified roads in the countryside</li> <li>4. Visitors to recognised viewpoints or beauty spots, or to designated buildings or landscapes where the wider landscape setting contributes to or adds value to the experience.</li> <li>5. Users of outdoor recreational facilities with predominantly open views where the purpose of that recreation is enjoyment of the countryside – e.g. Country Parks, National Trust sites etc...</li> </ol>	<p>Strong landscape structure. Strong positive character. Good condition. Strong sense of place. Visually distinctive. Aesthetically pleasing/occasional detracting features. Distinct features worthy of conservation. Designated landscapes such as National Parks, Registered Parks and Gardens or designated buildings/structures where landscape character contributes to its designation.</p>
Medium	<ol style="list-style-type: none"> <li>1. Residential properties with views from windows, garden or curtilage. Views from ground floor windows will be oblique or partially obscured by garden and and/or other intervening vegetation.</li> <li>2. Users of Public Rights of Way with restricted views, in less sensitive areas or where there are significant existing intrusive features.</li> <li>3. Schools and other institutional buildings, and their outdoor areas.</li> <li>4. Motorised users of minor or unclassified roads in the countryside. Where attention is focussed upon often narrow and winding routes.</li> </ol>	<p>Recognisable landscape structure. Positive character. Moderate condition. Reasonable sense of place. Visually notable. Aesthetically satisfactory or uninspiring/some detracting features. Some features worthy of conservation.</p>
Low	<ol style="list-style-type: none"> <li>1. People in their place of work.</li> <li>2. Users of main roads or passengers on public transport on main routes.</li> <li>3. Users of outdoor recreational facilities with restricted views and where the activity is focussed within the area.</li> <li>4. Occupants of industrial premises.</li> </ol>	<p>Weak or degraded landscape structure. Weak or negative character. Poor condition. Poor sense of place. Visually poor. Aesthetically unsatisfactory or unpleasant. Many detracting features, which are likely to be dominant. Few or no features worthy of conservation. Scope for positive enhancement.</p>

Where viewpoint locations have more than one receptor, the impacts for those of greatest anticipated sensitivity will be used to determine the anticipated overall impact magnitude; thus ensuring the worst case scenario is reported.



## 2.2 Magnitude of Change

The magnitude of change is the 'combination of the scale, extent and duration' [5] of the development and its impact on landscape character and visual receptors.

In the case of landscape impacts this relates to:

- The size, extent or degree of change to landscape character or individual landscape features;
- Whether there is a direct impact resulting in the loss of landscape features or a change beyond the land take of the scheme having an impact on the character of the area; and,
- Whether the impact is permanent or temporary.

For visual impact this relates to:

- Degree of change to existing views;
- Distance of the receptor from the allocation site; and,
- Whether the impact is permanent or temporary.

Magnitude of Change	Visual Amenity	Landscape Character
High	Where the proposals become the only dominant feature in the scene or would form a significant and immediately apparent element which would affect the overall impression of the view.	High degree of loss or major alteration to one or more key elements/features/characteristics of the landscape character. Introduction of elements considered to be uncharacteristic when set within the attributes of the receiving landscape.
Medium	Where proposals would form a visible and recognisable new feature in the scene but may not be immediately apparent, or become the dominant feature in the view.	Partial loss of or alteration to one or more key elements/features/characteristics of the landscape character. Introduction of elements that may be prominent but may not necessarily be considered to be substantially uncharacteristic when set within the attributes of the receiving landscape.
Low	The proposals constitute only a minor component of the wider view and may not be immediately apparent to the casual observer. Awareness of the proposals would not have a marked effect on the overall quality of the scene.	Minor loss of or alteration to one or more key elements/features/characteristics of the landscape character. Introduction of elements may not be uncharacteristic when set within the attributes of the receiving landscape.

The magnitude of change may also be Negligible or No Change and in this instance the resulting Effect Significance would also be Negligible or No Change as the allocation development would hardly be seen or not seen at all or the loss to landscape features and the character of the area would experience very little or no change.

Magnitude of Change	Visual Amenity	Landscape Character
Negligible	The proposal is largely indiscernible and/or they are at such a distance that they are scarcely appreciated. Consequently they have little effect on the scene.	Very minor loss of or alteration to one or more key elements/features/characteristics of the landscape character. Introduction of elements are not uncharacteristic with the surrounding landscape.
No Change	No change to the view is experienced.	No change to the landscape character is experienced.

## 2.3 Scoring Matrix

The two principal criteria determining significance of effect are the magnitude of change and the environmental sensitivity of the location or receptor. 'A higher level of significance is generally attached to large-scale effects and effects on sensitive or high-value receptors; thus small effects on highly sensitive sites can be more important than large effects on less sensitive sites. It is therefore important that a balanced and well-reasoned judgement of these two criteria is achieved' [1]. The matrix shown below encourages transparency in the process of identifying the significance but the experience and judgement of the landscape architect is also used.

Note that the significance of effects may be adverse or beneficial depending upon the nature of the magnitude of change.

		Magnitude of Change				
		High	Medium	Low	Negligible	No Change
Sensitivity	High	Major	Moderate/ Major	Moderate	Minor	No change
	Medium	Moderate/ Major	Moderate	Minor/ Moderate	Minor/Neutral	No change
	Low	Moderate	Minor/ Moderate	Minor	Neutral	No change



## 2.4 Nature of impact

Determination of the nature of an impact is a result of judging whether the introduction of a proposed development would be of benefit or detriment to the existing landscape character or view. Therefore, the impact of a proposed development can be adverse or beneficial.

The following system of categorisation is used for the nature of the impact:

	Nature of Impact
Adverse	The key characteristics of the existing landscape or view would be weakened by the introduction of the proposed development.
Neutral	The key characteristics would neither be weakened nor strengthened by the proposed development.
Beneficial	The key characteristics of the existing landscape or view would be strengthened by the introduction of the proposed development.

The following standards are used in assessing whether the impacts are short, medium or long term.

- Short term – < 12 months
- Medium term – one to five years
- Long term - + five years.

## 2.5 Effect Significance Table

Effects will be categorised using the terms Neutral, Minor, Moderate and Major effects, with both moderate and major categories being considered as comprising significant effects.

Effect Significance	Visual Amenity	Landscape Character
Major adverse	The proposals would result in a large and obvious change to a view from a highly sensitive receptor and would constitute a discordant, dominant element in the view.	The proposed scheme would result in effects that are at complete variance with the landform, scale and pattern of the landscape. It would permanently degrade, diminish or destroy the integrity of valued characteristic features, elements and/or their setting. A high quality landscape would be permanently changed and its quality diminished.
Moderate adverse	The proposals would cause some damage to a view from a more sensitive	The proposed scheme would be either: Out of scale with the

	receptor or would be an obvious element in the view of less sensitive receptors.	landscape and/or at odds with the local pattern and landform and/or it would leave an adverse impact on valued landscape features.
Minor adverse	The proposals would cause limited damage to a view from a receptor of medium sensitivity, but would still be a noticeable element within the view, or greater damage to a view from a receptor of low sensitivity.	The proposed scheme would not entirely fit into the landform and scale of the landscape and it would affect an area of valued landscape features.
Neutral	No obvious change in the view.	The proposed scheme would compliment the scale, landform and pattern of the landscape and would maintain existing landscape quality.
Minor beneficial	The proposed development would result in visual effects that constitute a perceptible improvement in the existing view.	The proposed scheme has the potential to improve landscape character. It would fit in with the scale, landform and pattern of the landscape and enable the incorporation of valued characteristic features.
Moderate beneficial	The proposed development would result in visual effects that constitute a conspicuous improvement in the existing view.	The proposed scheme would have the potential to accord with landscape character and improve the quality of the landscape through removal of damage caused by existing land uses.
Major beneficial	The proposed development would result in a substantial improvement to the existing view and positively influence the quality of the view.	The proposed scheme would have the potential to accord seamlessly with the landscape character and significantly improve the quality of the landscape through restoration and the removal of damage caused by existing land uses.



## **2.6 Illustrative Material**

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### **2.6.1 General Photographs**

Photographs contained within the body of this report have been taken with the camera as detailed within section 2.6.3 below. General photographs were taken as a record of each viewpoint.

### **2.6.2 Maps and Plans**

Plans have been produced using 1:25,000 scale Ordnance Survey maps as a base, to show Viewpoint locations and Public Rights of Way (Figure 1), Landscape Designations (Figure 2), and Topography (Figure 3) Landscape & Ecological Mitigation. (Figure 4).



### 3.0 Planning Context (Landscape)

This section introduces the landscape planning setting for the project, listing the relevant documentation and the landscape designations, within and surrounding the site.

#### 3.1 National Planning Policy

The National Planning Policy Framework (NPPF) was published in March 2012 replacing Planning Policy Statements (PPS) and Planning Policy Guidance (PPG). Sustainable development is a target in which the environment can play a key role.

*'Contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'* Para 7 p2 [7].

The overarching emphasis on sustainable development sets out principles which Local Planning Authorities must reflect in local policy. The following paragraphs from the NPPF are most relevant to landscape and the proposal site location.

#### Requiring Good Design

**Paragraph 58** - The NPPF places an emphasis on good design as a key factor to providing sustainable development. It sets out a list of design objectives.

*'Planning policies and decisions should aim to ensure that developments:*

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- are visually attractive as a result of good architecture and appropriate landscaping.'*



### 3.2 Local Landscape Planning Policy

The site lies within the administrative boundary of York City Council, the boundary of which runs along the back gardens of the northernmost houses in Escrick. (See Figure 1) The main body of the village to the south lies within the administrative boundary of Selby District Council.

#### 3.2.1 City of York (Draft) Local Plan

Work is currently underway on preparing a new Local Plan for the City of York. The new plan for York is expected to be in place by 2015 and is likely to have a 15 to 20 year lifespan.

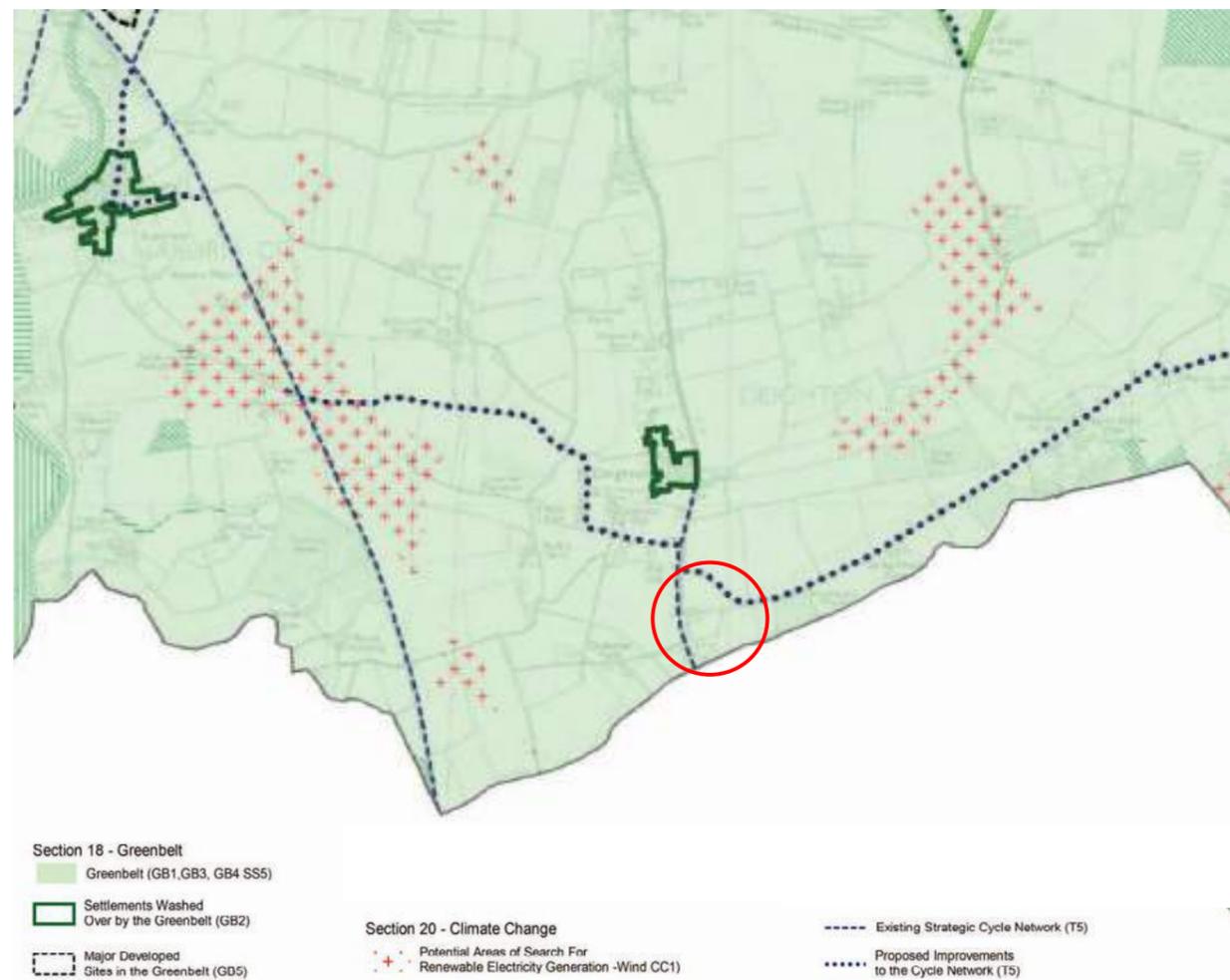


Image 2.1 Extract of City of York (Draft) Local Plan Preferred Options proposals Map 1 – City Wide

#### 3.2.2 Green Belt

See section 6.0.

### 3.3 Other Statutory and Non Statutory Landscape Applicable Designations and Classifications

#### 3.3.1 Conservation Areas

As shown on Figure 2 and Image 2.4 below, the properties adjacent to the west site of the site are located within the Escrick Conservation Area. The village is surrounded by agricultural land, much of which forms Escrick Park Estate and part of the Escrick Conservation Area.



Image 2.4 Escrick Conservation Area, Selby District Council



City of York Council has prepared a Conservation Area Appraisal [10] for the northern section of the Conservation Area within their jurisdiction. Selby do not appear to have prepared one to date for their portion. The following extract illustrates the key details from the York appraisal:

*‘The Conservation Area as a whole was designated in 1992.*

### History

*During the medieval period, the village was known as “Ascri” (Ash Ridge), but by 1600 the name Escrick was in use. Escrick was developed as an Estate Village by Sir Henry Thompson who acquired the village and the Hall in 1668. Sir Henry’s great grandson, Beilby Thompson, inherited the Estate in 1742. Under this ownership the village extended towards York and the Church was relocated from beside the Hall to its present site on the York Road (A19). Part of this re-organisation involved stopping the main village street at the gates to the Hall and creating a by-pass which has become the present day A19. The village’s sylvan character also evolved from the time of enclosure when the open land became parkland.*

### Important buildings

*The village contains several listed buildings, including the Hall and the Church of St Helen and the adjoining rectory, now an hotel, located outside the City of York boundary.*

### Character

*The special character of Escrick comes from its history as an estate village, with individually important buildings complemented by buildings of more modest architecture consistent in design. The whole village is given added unity by its strong and mature landscaped setting. The northernmost part of the Conservation Area is valuable as an approach route to this distinctive village with its unique history. The character of this approach, with buildings in a mature landscaped setting, views of St Helen’s Church and the anticipation of the village ahead, make this an integral part of the wider Conservation Area.*

The main elements of the character and appearance of the area are:

- *The value of the northernmost part of the Conservation Area as an approach route and prelude to the main section of the village.’*

The properties in the northern section of the conservation area form an unusual mix of age types. Three of the properties appear to be ‘village estate’ type properties but two appear to date from the 1960’s/70’s. The later housing is not typical of the remainder of the Conservation Area which is generally connected with the extent of the former ‘estate’ village. The value of the northern section of the Conservation Area is identified above as ‘an approach and prelude to the main section of the village’. This value could be supported by development employing appropriate vernacular design and materials. The current approach is chiefly characterised by the substantial planting around the generally detached properties, (which are mostly set back from the road). Development would generally take place behind this existing strip (of built form and vegetation) and would not have a significant effect on the wider Conservation Area.

### 3.3.3 Scheduled Ancient Monuments

There are none located within the study area or close enough for any indirect effects to be occasioned.

### 3.3.4 Listed buildings

There are 18 listed buildings in the village. (See Figure 2). The listed buildings include Escrick Park ((house) now Queen Margaret’s school), the Church of St Helen and the adjoining rectory, (now a hotel) and the Jubilee Fountain located on Main St.

The development of the proposal site would not directly affect the setting of any of the listed buildings located in the main body of the village. (See viewpoint two for commentary on the properties around the area of the church).

### 3.3.5 Registered Parks and Gardens

There are no Registered Parks and Gardens within the immediate study area, the parkland extending to the south of the village associated with Escrick Park (house now Queen Margaret’s school), is of note and is included in the conservation area but is not a Registered Park and Garden.

### 3.3.6 Tree Preservation Orders

There are two group TPO’s located adjacent to the proposed allocation. See figure below



Image 2.5 Extract from <http://localview.york.gov.uk>

These trees are located beyond the proposed allocation site and could not be affected by any development.

### 3.3.7 Ancient woodland

There is no ancient/ ancient replanted woodland or semi-natural woodland recorded on the site.

### 3.3.8 Public Rights of Way (PROW)

There are no rights of way within or crossing the proposed allocation site. The landowner is proposing a new permissive footpath from the proposed allocation site to the east of the village to connect to the existing PROW network which could have potential benefits for both development of the proposed allocation site, but also benefits for the wider village community.

Users of rights of way are considered at four of the eight selected viewpoint locations within the visual impact assessment. Please refer to section 5.0.



## 4.0 Landscape Character and Fabric

This section provides an appraisal of the existing landscape baseline of the site and study area and commences with a review of landscape character followed by a more detailed examination of the landscape resource.

### 4.1 National Landscape Character

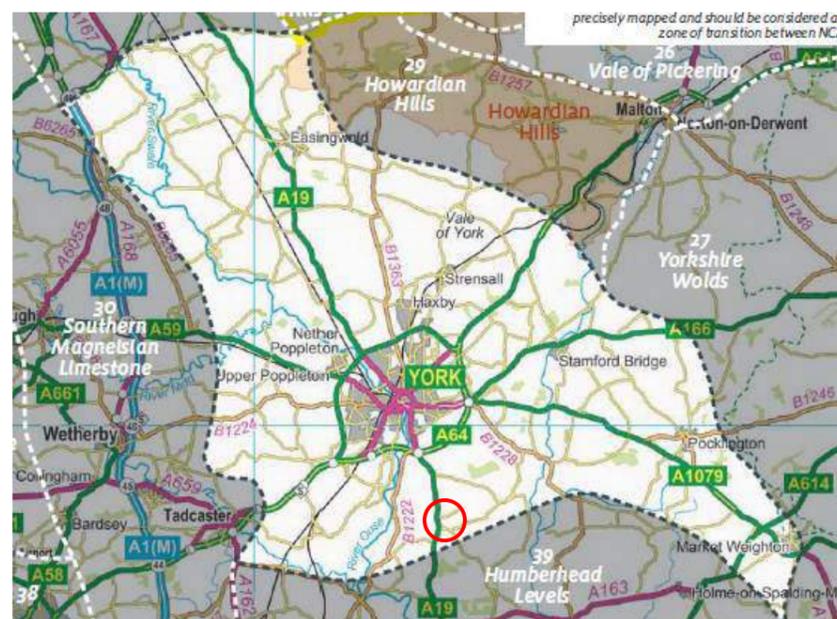


Image 4.1 Extract from NCA Area 28

The proposed allocation site lies in the southern section of National Character Area 28, Vale of York [2]. It should be noted that some elements of this part of the character area may form a zone of transition between this character area and the adjacent Area 39 Humberhead Levels particularly in the context of the wider study area. It is noted in the profile for Area 39 that to the north of area 39 'it merges into the slightly undulating landscape of the Vale of York, at the line of the Escrick Moraine.' [11]. The ridge is evident on the topography plan (See Figure 3).

Some of the most relevant key characteristics for Character Area 28, are identified as:

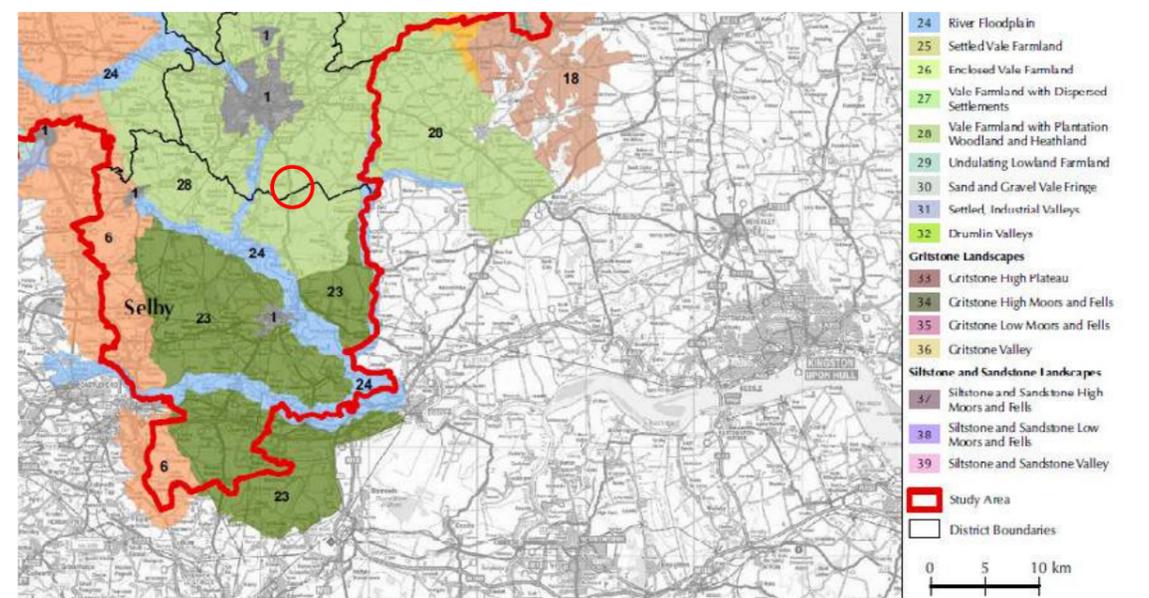
- A largely open, flat and low-lying landscape between the higher land of the Southern Magnesian Limestone ridge to the west, the Howardian Hills to the north and the Yorkshire Wolds to the east.
- Dominantly Triassic solid geology, which is obscured by glacial till, sand, gravel and moraines, with obvious ridges formed by the York and Escrick moraines.
- Predominantly agricultural land use, with medium- to large-scale arable fields defined by hedgerows (which are often low and intermittent with sparse hedgerow trees) and fences. Large dispersed farmsteads and small villages on higher land are set within a quiet rural landscape.
- Extensive (mostly cropmark) evidence of bronze-age to Romano-British settlement, especially on the western fringe, for example enclosed and unenclosed farmsteads with hut circles and coaxial field systems.
- Wetland features dotted through the wider landscape of the NCA, providing stepping stones between wider areas of water-dependent and priority habitat, such as important remnants of 'ings' meadows on the river flood plains (traditionally

managed by hay-making) and some unimproved and semi-improved meadows and pastures, in particular in the Derwent Ings.

- Some areas of heathland remaining on poorer sandy soils (for example Strensall, Stockton and Allertorpe commons), along with small scattered broadleaved woodlands and larger conifer plantations.
- Parkland associated with country houses, with tree clumps, tree belts, avenues and other architectural features adding to the variety of the landscape, for example Rufforth Hall Park, Beningbrough Hall and Bilton Hall.
- The main urban centre, the City of York, with roads radiating from the city and York Minster forming a prominent landmark and focal point for the Vale.
- The settlement patterns of the NCA, which broadly follow that of linear villages, with buildings (built with traditional materials of mottled brick and pantile roofs) set back behind wide grass verges and village greens, and dispersed large farmsteads.

### 4.2 District Landscape Character

A North Yorkshire and York Landscape Characterisation project was carried out in May 2011 by Chris Blandford Associates [3]. The proposed allocation site is identified as being located in County Primary Unit- Farmed Lowland and Valley and County Landscape Character Type area 28 - Vale Farmland with dispersed settlements. (See extract of Figure 3.1 below) with site location circled in red.



NORTH YORKSHIRE AND YORK LANDSCAPE CHARACTERISATION PROJECT

FIGURE 3.1 North Yorkshire and York Landscape Classification

Image 4.2 Fig Extract from North Yorkshire Landscape Classification

Key Characteristics are identified in the study as follows:

- 'A patchwork of low-lying predominantly arable fields, often delineated by a network of mature hedgerows and interspersed with patches of regular-shaped mixed and coniferous plantation woodlands;
- Large heathlands are key on sandy soils;
- Distant visual containment is by higher Landscape Character Types to the east and west;



- Strong sense of openness throughout much of this Landscape Character Type;
- Scattered settlement patterns of towns, villages and farmsteads within the landscape around the main historic City of York (Which forms part of the Urban Landscape Primary Unit);
- A network of trunk roads linking the larger settlements and towns.'

'Forces for change', (relevant to this study) are identified as follows:

- 'Pressures for housing and industry around York, towns and villages along main road corridors... can impact on rural character;
- New development within historic villages may not be consistent with the historic form of the village and the vernacular materials and designs of the buildings.'

The document identifies 'Sensitivity to Change Issues' as follows:

- **'Moderate'** visual sensitivity overall. Whilst there is a strong sense of openness within much of the farmland as a result of the flat of gently undulating topography, patches of plantation woodland disrupt views to adjacent Landscape Character Types in places;
- **'Moderate'** landscape and cultural sensitivity overall. In places historic landscape patterns are compromised by modern developments and infrastructure and hedgerows are gappy. There are however, numerous historic landscape features present, including parkland landscapes, historic villages and prehistoric earthworks.'

In the section 'Guidance for Managing landscape Change' the following are relevant to this study:

- 'Manage, restore and thicken hedgerows for landscape structure and biodiversity;
- Replace and plant new hedgerow trees;
- Retain and bring back into active management existing copses, shelterbelts and small woodlands to improve carbon storage levels and aid water infiltration;'

## 4.3 Local Landscape Character

### 4.3.1 York Landscape Character Appraisal (1996)

York Landscape Character Appraisal was prepared by Environmental Consultancy, University of Sheffield for City of York Council in 1996. The proposed allocation site is located in Landscape Character Type 4 Wooded Arable Lowland of the York Landscape Character Appraisal.

The Key Characteristics are identified as follows:

- 'Centrally flat with land rising gradually to the southeast and northwest;
- Medium to large fields;
- Mainly arable land use;
- High woodland cover; mixed and coniferous plantations;
- Fragmented hedgerows;
- Sparse hedgerow trees;
- Good wildlife value;
- Ditches;
- Wide tall grass verges;'



Image 4.3 Extract from York Landscape Appraisal

The 'Landscape Descriptions and Influences' section of the document identifies the following items of interest to this study:

- 'The main... A19(T) to Selby bring noise and traffic congestion to the landscape type.
- The drains and ditches which cross the area are evidence of man's attempt to drain the once marshy lowlying land for increased agricultural productivity, and have provided species rich habitats.
- Industrial development such as North Selby Mine is visually intrusive, although hidden largely from the east by the Escrick Moraine and associated vegetation.'

In the 'Pressures for Change' section the following is of note:

- 'The high arable emphasis of this landscape type has led to a significant loss of hedgerows and hedgerow trees. Remaining hedgerows are fragmented and reinforced by timber fences or left providing weak field boundaries. Action is required to halt further decline.'

In Landscape Strategy:

'The landscape character of parts of the area have suffered damage as a result of intensive farming practices. It is a landscape vulnerable to change and thus an overall enhancement strategy to restore hedgerows in disrepair and improve hedgerow trees would be most appropriate, linking with existing woodland blocks as far as possible.'



#### 4.4 Impacts on Character

The proposed allocation site is located on the northern edge of the village. Beyond the site to the north, east and west the landscape is predominantly open and agricultural, with stands of trees and individual hedgerow trees. The village has seen significant post war expansion away from the historic core of the estate village to the north east, abutting the proposed allocation site with a mixture of house types and styles. The majority are detached houses or bungalows that sit within good sized gardens.

We consider the site to be of **medium sensitivity** as set out within the Smeeden Foreman criteria as follows:

- *Recognisable landscape structure.*
- *Positive character.*
- *Moderate condition.*
- *Reasonable sense of place.*
- *Visually notable*
- *Aesthetically satisfactory or uninspiring/some detracting features*
- *Some features worthy of conservation.*

The proposed allocation site generally conforms to the identified local character in section 4.3. The illustrative masterplan for the proposed development generally reflects the juxtaposition of existing land use. The general quantum of proposed houses within the site are considered to be reflective of the nature of existing village properties. The development would provide opportunities to improve hedgerow boundaries and introduce more hedgerow trees. (In line with the Landscape Strategy aims of the York Landscape Character Appraisal (See section 4.3)). Post war developments in the village have not generally employed vernacular architectural styles; this development could be an opportunity to provide an 'in keeping' and 'appropriately' designed edge.'

In consideration of the local character and that of the site, it is anticipated that the development of the site would result in a **low** magnitude of change which principally results from the replacement of an element of the agricultural landscape with dwellings adjacent to existing built elements of the village. The methodology outlines this as follows:

*'Minor loss of or alteration to one or more key elements/features/characteristics of the landscape character. Introduction of elements may not be uncharacteristic when set within the attributes of the receiving landscape.'*

It is considered that with modest adjustments to the layout indicated on the Illustrative masterplan the development proposals respond positively to the landscape character. Mitigation in the form of planting that strengthens existing positive features and reflects the wider character should be incorporated into the detailed design. Native structure planting should include new native hedgerows with hedgerow trees; an identified characteristic within this area. It is considered that the development could ultimately comprise a change of land use that is sympathetic to the existing landscape character and thus lessen its impact.

The existing landscape character is considered to be of *medium sensitivity* to change. The anticipated magnitude of change would be *low* (with mitigation). An anticipated overall impact significance of **minor moderate adverse (with mitigation)** would be anticipated whereby through detailed design the proposed scheme may complement the scale, landform and pattern of the landscape and would maintain existing landscape quality.

#### 4.5 Landscape Survey/Landscape Fabric

The fabric of the landscape comprises physical components (e.g. landform, land use and landscape elements and features). Proposals may affect the landscape fabric either directly (i.e. through physical disturbance such as tree removal) or indirectly (i.e. separated from the source of change in time or space, e.g. alteration to a drainage regime could result in changes in vegetation cover downstream). This section provides a detailed examination of the landscape resource across the site and study area.

##### 4.5.1 Geology topography and drainage

The National Character Area 28, Vale of York [2]. Identifies the geology of the area as follows

*'The solid geology of the Vale of York comprises Triassic sandstone and mudstone and Lower Jurassic mudstone and is completely cloaked by varied superficial deposits. The deposits include glacial till, which forms a marked bench in the east, and sand and gravel, as well as two moraines that curve eastwards across the NCA. The York Moraine forms a curving ridge that extends from York to Sand Hutton, while the Escrick Moraine is evident about 8 km to the south, formed at the point at which the ice met the large proglacial Humber Lake in the south of the NCA. Trapped between moraine ridges a series of (possibly contemporary) glacial lakes developed to the north of the Escrick Moraine as the ice sheet advanced and retreated. When the lakes drained, they left a sequence of lake clays, silts and sands over much of the NCA.*

*The main rivers and streams also laid down river alluvium consisting of clay, silt and sand. These lacustrine and alluvial deposits provide good loamy soils that support human settlement and food production. The impact of the river systems has influenced the locations at which settlements have developed, with evidence of early settlements on higher outcrops and later settlements centred on river crossings.'*

##### 4.5.2 Current Land Use

Land use of the proposed allocation site is agricultural; there are two arable fields and one field used for grazing. The village of Escrick extends to the south. The remainder of the wider landscape is predominantly agricultural. The northernmost boundary of the proposed allocation site is a road leading to the former North Selby Mine.

##### 4.5.3 Settlement Pattern and Character

The village extends to the south of the proposed allocation site. The historic core of the village is identified by the built form of the conservation area. (See Figure 2). More recent development has taken place to the north east of the village adjacent to the proposed allocation site (in the former grounds of a large house), and consists mainly of detached houses. The properties between the A19 and the proposed allocation consist of a shop and petrol station and several detached houses and a pair of estate cottages. The housing elements of this group are all within the northern extents of the conservation area.

In the wider study area settlement is sparse and consists of the hamlet of Deighton and individual farmsteads.

##### 4.5.4 Vegetation

The majority of the proposed allocation site is formed of agricultural fields; to the periphery of the fields is a variety of vegetation. To the south vegetation is associated with the gardens of the current properties and the former gardens of 'The Villa' including veteran oak trees. To the east the proposed allocation runs up to Blanshard's Wood; containing Scot's pine



and larch. To the north are field boundary hedgerows and two small copses. To the west the vegetation is generally associated with the rear gardens of the larger properties along the A19.

Smeeden Foreman have carried out a tree survey of the trees within and adjacent to the proposed allocation site.

Vegetation within the wider landscape is generally sparse consisting predominantly of remnant hedgerows and isolated copses, (See Figure 1) identifying significant screening vegetation within the study area.

#### 4.5.5 Access – Road Network

The proposed allocation site is bordered by two existing roads, New Road to the north providing access to the former mine and to the west the main A19 linking York and Selby with links to the M62 from Selby.

#### 4.5.6 Rights of Way

There are no rights of way into or crossing the site. A public footpath runs from opposite the property called 'The Rectory' (See Figure 1) west to Crabtree Farm linking beyond to the National Cycle Route 65 running north south on a former railway line. The cycleway incorporates three routes:

National Route 65 (White Rose Cycle route) between Middlesbrough and Hull

Derby to York

Trans Pennine Trail (East) Between Selby and Hornsea

#### 4.5.7 Recreation

There is a playground and playing field to the south of the primary school approximately 750m from the proposed allocation site.

There is a tennis club in the village and a variety of annual recreational events.

There is off-road riding and a cross country course to the south of the village

#### 4.5.8 Local Landmarks

St Helen's Church approximately 150m to the South West of the proposed allocation site.

#### 4.5.9 Detracting features

There is a busy road (A19) and petrol station to west of site.

#### 4.5.10 Landscape History

The village was developed as an Estate Village by Sir Henry Thompson who acquired the village and Hall in 1668. During the medieval period, the village was known as "Ascri" (Ash Ridge), but by 1600 the name Escrick was in use. Sir Henry's great grandson, Beilby Thompson, inherited the Estate in 1742. Under this ownership the village extended towards York and the Church was relocated from beside the Hall to its present site on the York Road (A19). Part of this re-organisation involved

stopping the main village street at the gates to the Hall and creating a by-pass which has become the present day A19. The village's sylvan character also evolved from the time of enclosure when the open land became parkland.



Image 4.5 Extract of 1851 Ordnance Survey

Escrick Park[land] to the southern section of the village was/is an extensive landscape park with pleasure grounds associated with c.1680 Escrick Hall. Features include: Ionic Temple, 'Menagerie' farm, pond, topiary, woodland walks, and extensive woodland rides which includes a well built cross country horse riding circuit leading through the former 450-acre (1.82 km<sup>2</sup>) Deer Park in front of the original family house. (The Park is not however a Registered Park and garden).



## 5.0 Visual Amenity

### 5.1 Zone of Theoretical Visibility (ZTV)

The ZTV comprises a theoretical visual envelope within which it may be possible to view the development, notwithstanding the presence of any intervening obstacles such as buildings, trees and other objects, which might screen the potential development. Computer mapping software has been used to generate a simple ZTV for the site with development of 9m in height.

### 5.2 Viewpoint selection

Through desk and field based study, ten locations were identified as having the potential to experience a visual change as a result of development within the study area. In undertaking the site survey work, of these ten locations, two were visited where it is deemed that no view is obtainable. These locations are indicated on Figure 2 to assist in illustrating the actual extent of potential visibility; however no further written assessment is made from those locations.

Location	Distance from the site	Key Receptors at viewpoint
1. Dower Park	36m	Residents.
2. St Helen's Church	135m	Residents, Church, Motorists
3. Crabtree Farm/PROW south of the site	370m	Residents, Users of the right of way.
4. PROW	950m	Users of the right of way.
5. PROW/Trans Pennine Trail	1.43km	Users of the right of way.
6. Naburn Lane/A19/footway	155m	Residents. Motorists. Footway/cycleway users
7. Farm East of A19 at Deighton	525m	Residents.
8. PROW	360m	Users of the right of way.

Table I Viewpoint Location Table



## 5.3 Impact on Visual Amenity

### 5.2.1 Viewpoint Location 1 – Dower Park/Dower Chase



Image 5.1



Image 5.2 View from within the site towards the rear boundaries of properties considered at this viewpoint.

#### Viewpoint Representation

This viewpoint is located at Dower Park, a residential street to the south of the site, approximately 36m from the site boundary at its nearest point.

#### Receptors

Key receptors at this location are residents located to the southern side of the site. Receptors are considered to be of **medium or high sensitivity to change** as identified within the methodology as follows:

- Residential properties with predominantly open views from windows, garden, or curtilage. Views will normally be from principal living rooms and from windows of rooms in use during the day. (high)
- Residential properties with views from windows, garden, or curtilage. Views from ground floor windows will be oblique or partially obscured by garden and/or other intervening vegetation. (Medium)

The majority of properties, even those whose rear gardens adjoin the site experience a level of intervention from boundary treatments and existing garden vegetation and there is thus a propensity for receptors at this location to be of medium sensitivity.

#### Existing Conditions

Properties on Dower Park and some on Dower Chase adjoin the site along their northern garden boundaries. Image 5.2 illustrates the view towards these properties from within the site. Most properties have a level of intervention afforded to them by the location of an approximately 2m high wall, along with garden vegetation and occasional mature trees.

One property considered at this viewpoint location has 'borrowed' the landscape by redefinition of their garden boundary to facilitate low-level views beyond their garden across the site. This treatment takes the form of a combination of brick pillars with trellis panels in between. As such, views from the principal rooms of this property are likely to extend directly across the site to the coppice of trees at the site's northern boundary. Similarly, but to a lesser extent, another property may experience direct, but narrow views into the site due to a gateway located within their rear boundary.

#### Anticipated Magnitude of Change of View

All receptors will experience a change within their view. Those who have direct views from principal rooms will experience a loss to a key feature of their view; the replacement of pasture with residential development; those that are afforded a level of screening by boundary walls and garden vegetation/trees would experience a change to the introduction of new elements within the view beyond their boundary. The upper parts of proposed houses within the site in proximity to this boundary are likely to comprise visible new elements within the view of all receptors at this location.

The anticipated magnitude of change to all receptors is considered to be **high** as development of the site would result in a 'significant and immediately apparent element which would affect the overall impression of the view'.

#### Mitigation

New vegetation to the site's southern boundary could provide screening and assist with the integration of new buildings. Such planting could reinforce existing vegetation that may be contained within the gardens of these receptors and potentially reduce the anticipated magnitude of change to **medium**.

#### Overall Impact Significance

The receptors of this view are assessed as being of *medium and high sensitivity* to change. The anticipated magnitude of change is *high* (without mitigation) and *medium* (with mitigation). Anticipated overall impact significances of **moderate/major adverse (without mitigation) or moderate adverse (with mitigation)** would be anticipated for receptors of medium sensitivity. For receptors of high sensitivity an anticipated overall impact significance of **major adverse** (without mitigation) and **moderate/major adverse** (with mitigation) would be anticipated.



### 5.2.2 Viewpoint Location 2 – St Helen’s Church



Image 5.3

#### Viewpoint Representation

This viewpoint is located on the A19 beyond the south westerly corner of the site, approximately 135m from the site.

#### Receptors

This viewpoint location aims to consider, in the first instance, residents whose properties (of which there are five) adjoin the site’s western boundaries.

Residential receptors are considered to be of **medium sensitivity to change** as identified within the methodology as follows:

- Residential properties with views from windows, garden, or curtilage. Views from ground floor windows will be oblique or partially obscured by garden and/or other intervening vegetation.

Secondary receptors at this location are motorists on the A19 and visitors to the Church of St Helen and residents of a residential property located to the north of the church, the sensitivity of whom is considered to be as follows:

- Residential properties with views from windows, garden, or curtilage. Views from ground floor windows will be oblique or partially obscured by garden and/or other intervening vegetation (medium).
- Schools and other institutional buildings and their outdoor areas (medium).
- Users of main roads or passengers on public transport on main routes (low).

#### Existing Conditions

The A19 is a busy road that passes to the western side of much of the village of Escrick and divides the village from the Church of St Helen and few other properties that are situated to the west of the road.

Five detached properties and a petrol filling station are located east of the A19 and adjoin the site’s western boundary. These properties are bounded by existing vegetation and are located within plots of moderate size. These houses are in sufficient proximity to the site that views towards it are likely to be available, although these are likely to be filtered by vegetation.

The above properties and their surrounding vegetation provide a significant level of screening to views of the site from receptors on, or to the west of the A19. Principal elements within these views are properties on the eastern side of the A19 which are screened by a mixture of boundary treatments, principally the red brick estate wall, and intermittent mature trees and street furniture and signage associated with the main road.

#### Anticipated Magnitude of Change of View

While some screening is afforded to properties located to the east of the A19, development within the site is considered to be a discernible change within views that may currently be afforded across the site, currently rural in character. The

development would result in the introduction of new elements within the view beyond their boundaries; upper parts of proposed houses within the site in proximity to this boundary are likely to comprise visible new elements within the views of these receptors. The magnitude of change is considered to be **medium**.

For secondary receptors on the A19, and to the west of that road, the existing level of screening is of such significance that development beyond it is unlikely to be a discernible new element within views. A magnitude of change of **negligible** is anticipated.

#### Mitigation

New vegetation to the site’s western boundary would provide screening and assist with the integration of new buildings. Such planting could reinforce existing vegetation that may be contained within the gardens of these receptors and potentially reduce the anticipated magnitude of change for the principal receptors from medium to **low to medium**.

#### Overall Impact Significance

The principal receptors of this view are assessed as being of *medium sensitivity* to change. The anticipated magnitude of change is *medium* (without mitigation) and *low - medium* (with mitigation). An overall impact significance of **moderate adverse (without mitigation) or minor to moderate adverse (with mitigation)** would be anticipated.

The secondary receptors of this view are assessed as being of *medium to low sensitivity* to change. The anticipated magnitude of change is *negligible*. An overall impact significance of **neutral** would be anticipated.

### 5.2.3 Viewpoint Location 3 – Crabtree Farm

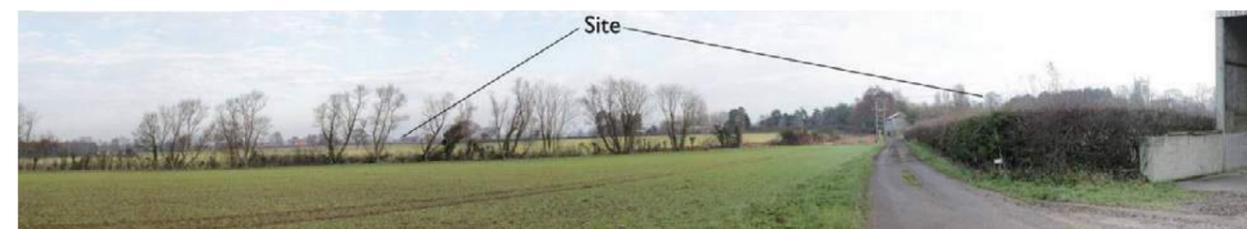


Image 5.4

#### Viewpoint Representation

This viewpoint is located on at the most easterly extent of farm buildings located approximately 370m to the west of the site at its nearest point.

#### Receptors

Receptors which this viewpoint aims to represent are users of the Public Right of Way (footpath) travelling east, and residents of Crabtree Farm and a further residence located further to the west along this right of way. Receptors are considered to be of **medium sensitivity to change** as identified within the methodology as follows:

- Users of Public Rights of Way with restricted views, in less sensitive areas or where there are significant existing intrusive features (medium).



- Residential properties with views from windows, garden, or curtilage. Views from ground floor windows will be oblique or partially obscured by garden and/or other intervening vegetation (medium).

### Existing Conditions

At this location users of the public right of way approach the A19 and the site through a rural farming landscape, having passed isolated farmsteads. At this location on the footpath, views extend generally to the north and east (towards the site) across fields divided by a thin, treed hedgerow. A dense hedgerow runs adjacent to the right of way to the south and acts as a significant screening element to views of the majority of Escrick; above which the church tower is visible.

In the direction of travel, the low roof of the petrol filling station located to the east of the A19 and the residential property located to its south, appear nestled within a moderate amount of trees, many of which are evergreen. The copse of poplar located to the site's northern boundary is visible beyond these. To the north, seen through vegetation, properties along Naburn Lane are visible.

### Anticipated Magnitude of Change of View

It is considered that the significant screening afforded of the site by the existing buildings and vegetation, to the east of the A19 will render the majority of development within the site as undeterminable within the view. Development within the most northerly part of the site is likely to be visible above hedges that flank either side of the A19.

The illustrative masterplan proposes an area of open space at the site's most northerly point, at the junction of the A19 with New Road. This would act to reduce the extent to which development might be seen to extend to the north along the A19 and maintain an element of separation between Escrick and properties at Naburn Lane.

The anticipated magnitude of change is considered to be **low**.

### Mitigation

New vegetation to the north western site boundary with the A19 will increase screening and reflect the nature of existing development (houses and petrol filling station) located to the east of the A19. This could reinforce the anticipated magnitude of change as **low - negligible**. Planting should incorporate tree species that reflect those existing, particularly evergreen species.

### Overall Impact Significance

The receptors of this view are assessed as being of *medium sensitivity* to change. The anticipated magnitude of change is *low* (without mitigation) and *low - negligible* (with mitigation). An anticipated overall impact significance of **minor/moderate adverse (without mitigation) or minor adverse (with mitigation)** would be anticipated.

### 5.2.4 Viewpoint Location 4 – Public Right of Way



Image 5.5

### Viewpoint Representation

This viewpoint is located at the junction of a bridleway and a public footpath which connects to it from the south. This point is approximately 950m west of the site at its nearest point.

### Receptors

Key receptors at this location are users of the right of way travelling in an easterly direction. Receptors are considered to be of **medium to high sensitivity to change** as identified within the methodology as follows:

- Users of Public Rights of Way with predominantly open views and of recreational use (high).
- Users of Public Rights of Way with restricted views, in less sensitive areas or where there are significant existing intrusive features (medium).

### Existing Conditions

The flat nature of the landscape in this area is particularly evident at this viewpoint location. The right of way (bridleway) follows a track through a large, flat field. Remnant hedgerows and areas of woodland are principal features within the landscape and act to filter and channel views as receptors move through the landscape. The horizon generally appears as a continuous tree/hedgerow belt, interrupted by occasional farm/agricultural scale buildings. The church tower of St Helen's is visible above the tree line but all other buildings within Escrick are largely indeterminable at this distance.

The tall poplar trees within the plantation to the site's northern boundary are the only feature within the site that is determinable from this location.

### Anticipated Magnitude of Change of View

The open nature of views afforded to receptors travelling along this right of way renders the site a small part of the broader panorama; this is further compounded by the screening that is provided to much of the site by existing buildings and trees situated to the east of the A19.

Development within the most northerly part of the site is likely to be visible above hedges that flank either side of the A19 and vegetation in proximity to receptors which further restricts and channels views.

The anticipated magnitude of change is considered to be **low** as the development of the site would be and would form a minor component of the wider view.



## Mitigation

New vegetation to the north western site boundary with the A19 will increase screening and reflect the nature of existing development (houses and petrol filling station) located to the east of the A19. This could reduce the anticipated magnitude of change to **negligible**. Planting should incorporate tree species that reflect that existing, particularly evergreen species.

## Overall Impact Significance

The receptors of this view are assessed as being of *medium sensitivity* to change. The anticipated magnitude of change is *low* (without mitigation) and *negligible* (with mitigation). An overall impact significance of **minor/moderate adverse (without mitigation) or minor adverse to neutral (with mitigation)** would be anticipated.

### 5.2.5 Viewpoint Location 5 – Public Right of Way/Trans Pennine Trail

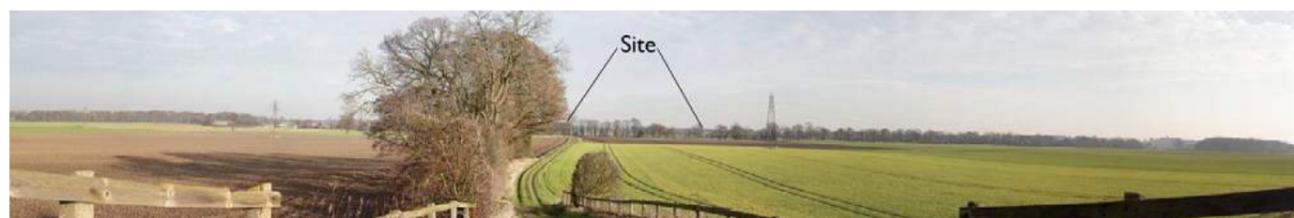


Image 5.6

#### Viewpoint Representation

This viewpoint is located on a bridleway at the point where it bridges the Trans Pennine Trail, approximately 1.43km to the west of the site at its nearest point.

#### Receptors

Key receptors at this location are users of the right of way travelling in an easterly direction. Receptors are considered to be of **medium to high sensitivity to change** as identified within the methodology as follows:

- *Users of Public Rights of Way with predominantly open views and of recreational use (high).*
- *Users of Public Rights of Way with restricted views, in less sensitive areas or where there are significant existing intrusive features (medium).*

#### Existing Conditions

The right of way (bridlepath), which otherwise follows a flat route across the landscape, at this point, becomes elevated as it passes over a bridge across the Trans Pennine Trail, which itself is situated within a vegetated cutting.

When travelling along the right of way in an easterly direction, the site is located directly within the line of sight. However, as receptors pass across the bridge, the route runs adjacent to a section of hedgerow which acts to divide two large arable fields which extend to the north and south respectively.

Electricity pylons are visible vertical elements within the middle ground of the view and remnant hedgerows and areas of woodland form principal features within the landscape that act to filter and channel views. The horizon appears as a continuous tree/hedgerow belt, of varying density, within which occasional farm/agricultural scale buildings are visible.

The site itself is not visible from this location, although trees within it make a small contribution to the nature of the landscape on the horizon.

## Anticipated Magnitude of Change of View

In consideration of the distance of the receptor from the site, the extent of views that are afforded to them and the level of screening that is afforded to the site, the potential magnitude of change is anticipated as being **negligible**.

## Overall Impact Significance

The receptors of this view are assessed as being of *medium to high sensitivity* to change. The anticipated magnitude of change is *negligible*. An overall impact significance of **minor adverse - neutral** would be anticipated.

### 5.2.6 Viewpoint Location 6 – Naburn Lane/A19/Footway/Cycleway



Image 5.7

#### Viewpoint Representation

This viewpoint is located at the junction of the A19 and Naburn Lane and is approximately 155m from the site at its nearest point. Consideration is also made for receptors moving along the footway/cycleway which is located to the western side of the A19 and which passes the site.

#### Receptors

Principal receptors at this location are road/cycleway users travelling in a southerly direction. They are considered to be of **low sensitivity to change** as identified within the methodology as follows:

- *Users of main roads or passengers on public transport on main routes (low).*

There are two residential properties at this viewpoint location. These occupy positions to the north west of the junction. They are orientated towards the site are afforded a significant level of screening by hedgerows to either side of the junction and within their curtilage and as such are considered to be of medium sensitivity as follows:

- *Residential properties with views from windows, garden, or curtilage. Views from ground floor windows will be oblique or partially obscured by garden and/or other intervening vegetation.*

#### Existing Conditions

The busy and wide A19 forms the principal element within the view at this location. The highway is flanked by native hedgerows with occasional trees to both sides. A wide verge to the western side of the road provides a path and cycleway and the road widens to incorporate a central reservation and signage as it approaches the junction with New Road, beyond which the site is located.



The tops of poplar trees located within the site are visible above the hedgerow and trees located within the most north westerly part of the site, and those to the north of the petrol filling station, are visible upon approach to the junction with New Road.

For non-motorist receptors moving along the footway/cycleway in a southerly direction, the site is afforded a moderate level of screening by the mature native hedgerow to the east of the A19. As receptors approach the junction with New Road, views into the site become more readily available. The existing hedges which abut the site's north and western boundary (adjacent to the A19) are situated within a ditch and have been maintained to a lower level than some hedges within the local area that further enable views into the site. The occasional trees within the site are visible and act to reduce the visibility of the rear of properties located along the site's southern boundary (at Viewpoint 1), which appear well integrated by the level of vegetation. The poplar trees which are located centrally to the site's northern boundary along New Road, the belt of tree planting directly to the north of the petrol filling station and several trees which run along side a track connecting the petrol station with the poplar trees provide a notable level of screening to the eastern and southern parts of the site. In proximity to the site, the A19 widens to three lanes to accommodate a filter lane for traffic turning right into New Road. The scale of this infrastructure forms a principal feature within the view and experience of receptors at this location.

#### Anticipated Magnitude of Change of View

From the position from where the photograph was taken, the screening and channelling of views that is provided by the hedge to the eastern side of the A19 prohibits visibility of the site until receptors are in close proximity to it. The height (22m) and partial visibility of the poplar trees assists in determining that proposed buildings which are likely to be two to two and a half storeys in height (approximately 9m to 11m) would therefore be well screened, however new properties located in proximity to the A19 may be visible within the view.

Retention of existing trees located within the site will maintain this existing element within the view. The anticipated magnitude of change to principal receptors is considered to be **low** as the development of the site would be well screened within these views until reaching the junction with New Road.

The significant level of screening afforded to residential receptors is considered to render a magnitude of change of **negligible or no change**.

For transient receptors who journey past the site along the route of the A19 (both north and south), there will be a change to the nature of views experienced in that new buildings are likely to be seen to extend the northern edge of Escrick along the route of the A19.

For approximately 250m, as receptors are in close proximity to the site, development within it is likely to result in a **medium to high** magnitude of change in that it would locate development within an existing landscape of rural nature. However, the retention of existing features such as trees and hedges and the nature of existing properties, including the

petrol station and residences which extend alongside the A19, the development may be considered a further extension of this land use which may not be seen as out of context, in particular to receptors travelling in a northerly direction.

#### Mitigation

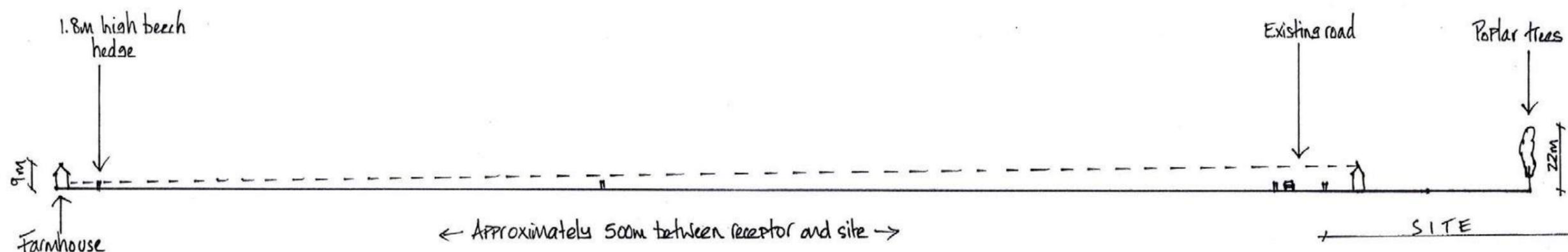
Potential new planting within the northern part of the site will further increase the tree cover within the view and improve screening of new properties that may be visible in proximity to the A19, and also to views into the site as motorists approach. This could reduce the anticipated magnitude of change to **low – negligible** for receptors at the junction with Naburn Lane and **medium** for transient receptors along the A19.

#### Overall Impact Significance

Receptors at the junction with Naburn Lane are assessed as being of *low sensitivity* to change. The anticipated magnitude of change is *low* (without mitigation) and *low - negligible* (with mitigation). An anticipated overall impact significance of **minor adverse (without mitigation) or minor adverse to neutral (with mitigation)** is anticipated.

For receptors travelling past the site, of *low sensitivity*, the anticipated magnitude of change is *medium to high* (without mitigation) and *medium* (with mitigation). An anticipated overall impact significance of **moderate adverse (without mitigation) or minor to moderate adverse (with mitigation)** is anticipated.

Residential receptors are assessed as being of *medium sensitivity* to change. The anticipated magnitude of change is *negligible to no change*. An anticipated overall impact significance of **neutral** is anticipated.



### 5.2.7 Viewpoint Location 7 – Farm East of A19 at Deighton

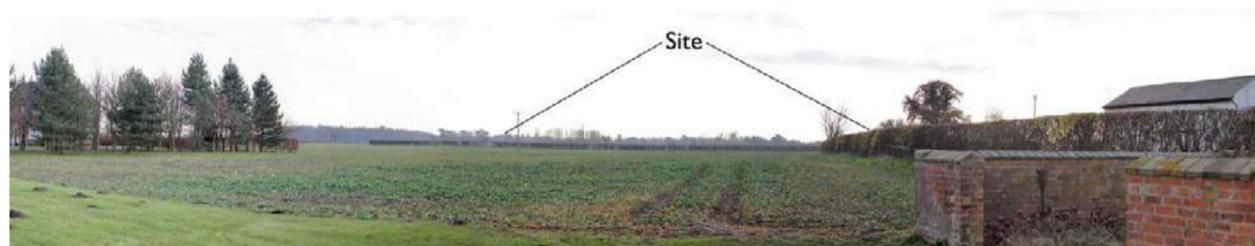


Image 5.8

#### Viewpoint Representation

This viewpoint is located to the western end of a driveway/access road that leads to a single farm to the east of the A19 at Deighton, approximately 525m north of the site at its nearest point.

#### Receptors

The aim of viewpoints in this location was to consider potential impact upon potentially highly sensitive receptors at the village of Deighton. However, views towards the site from the majority of the properties within the village are obscured by other buildings or significant vegetation to the extent that no change to views would be anticipated.

Key receptors therefore are residents of this farmhouse who are afforded views towards the site that are largely unimpeded, with the exception of a beech hedge that defines the garden of the property. Receptors are considered to be of **medium sensitivity to change** as identified within the methodology as follows:

- Residential properties with views from windows, garden, or curtilage. Views from ground floor windows will be oblique or partially obscured by garden and/or other intervening vegetation.

#### Existing Conditions

In winter, glimpsed views across the fields that surround the farmhouse may be afforded through the beech hedge at the property boundary. Unimpeded views above the hedge will extend south to the tops of trees within the site and Escrick itself, in particular the dense trees of Blanshard's Wood to the eastern site extent and the tall poplar trees within the northern part of the site. Further to the trees which form the horizon, the church tower of St Helen's is visible. In closer proximity to the receptor, telegraph poles can be seen within the fields located between the farm and the site.

#### Anticipated Magnitude of Change of View

We have drafted a cross section in order to explore the anticipated screening benefits provided to the receptor by the beech hedge located to their garden boundary (Section I above). This reinforces the extent that new buildings located within the site may be visible to this receptor. There is the potential for the upper parts of new buildings within the site to be visible below the horizon within the view, however all other existing elements within the view would remain unaffected. This, combined with the distance between the site and the receptor, is considered to result in an impact magnitude of **low to negligible**.

#### Mitigation

New vegetation to the northern site boundary will increase screening and assist in providing increased integration of new buildings into the landscape. This could reinforce the anticipated magnitude of change as **negligible**.

#### Overall Impact Significance

The receptors of this view are assessed as being of *medium sensitivity* to change. The anticipated magnitude of change is *low to negligible* (without mitigation) and *negligible* (with mitigation). An anticipated overall impact significance of **minor adverse (without mitigation) or minor adverse/neutral (with mitigation)** would be anticipated.

### 5.2.8 Viewpoint Location 8 – Public Right of Way



Image 5.9

#### Viewpoint Representation

This viewpoint is located on a public footpath located approximately 360m south east of the allocation site at its nearest point.

#### Receptors

Key receptors at this location are users of the right of way travelling in an easterly direction. Receptors are considered to be of **medium sensitivity to change** as identified within the methodology as follows:

- Users of Public Rights of Way with restricted views, in less sensitive areas or where there are significant existing intrusive features.

#### Existing Conditions

This right of way follows a route broadly east – west to the southern side of a well vegetated drain. Open views extend to the south across the land within which the right of way is located. Glimpsed views towards the site principally occur when afforded through the vegetation and when travelling in a westerly direction. Residential properties that form the eastern edge of Escrick are visible. Views towards the site are oblique and filtered by vegetation. The dense trees of Blanshard's Wood, located to the east of the site are visible and act to screen the site which is situated beyond it.

#### Anticipated Magnitude of Change of View

The extent of screening that exists both in close proximity to receptors at this location and that existing to the south western part of the site would render development occurring within it as indeterminable. A magnitude of change is considered to be **no change**.

#### Overall Impact Significance

The receptors of this view are assessed as being of *medium sensitivity* to change. The anticipated magnitude of change is *no change*. An anticipated overall impact significance of **neutral** is anticipated.



## 6.0 Green Belt Appraisal

It has not yet been established through any rigorously tested local plan process, whether or not the proposed housing site lies within of the general extent of the York Green Belt.

The following section highlights national and local planning policy in relation to the Green Belt. This section will also test the five purposes of the Green Belt in relation to the proposed allocation site and identify an appropriate Green Belt boundary in this location.

The Green Belt boundaries in relation to the eastern and western edges of Escrick are defined by Selby District Council in the adopted Selby District Local Plan, the southern boundary to the north of Escrick washes up to the City of York boundary and has never been defined in an adopted Local Plan.

The following documents are referenced in this appraisal and discussed below:

### National Policy

National Planning Policy Framework [7]

### Regional Policy

Regional Spatial Strategy Saved Policies (re York Green Belt) [12]

### Local Plan

Draft City of York Local Plan Preferred Options June 2013 [8].

### Documents supporting the Local Plan

City of York Council Heritage Topic Paper Update June 2013 [9]

City of York Council Historic Character and Setting Update [14]

### Further Supporting Documents prepared as part of the Local Development Framework (LDF).

York Greenbelt Appraisal (2003) & Historic Character and Setting Technical Paper (2011) [15] and City of York Council Green Belt Appraisal Map South [16]

City of York LDF Technical Paper Green Corridors [13]

Heritage Topic Paper and Heritage Impact Appraisal LDF Core Strategy Submission (2011) [19]

City of York Council YGBLP1: The History of the York Green Belt (Undated early 1990's) [17]

City of York Council YGBLP2: Objectives of the Green Belt (Undated early 1990's) [18]

## 6.1 National Planning Policy

The National Planning Policy Framework [7] references the Green Belt in the following sections:

### Protecting Green Belt Land

**Paragraph 79** – The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green belts are their openness and permanence.

**Paragraph 80** – Green Belt serves five purposes:

- To check the unrestricted sprawl of large built up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**Paragraph 83** – Local planning authorities with Green Belts in their area should establish Green belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.

**Paragraph 84** – When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

**Paragraph 85** – When defining boundaries, local planning authorities should...

- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

The fourth item of paragraph 80 is of particular relevance to this appraisal as York is notable as an historic settlement. The former mine road would be a physical feature that could be used to define the outer green belt boundary in line with Paragraphs 83 and 85.

## 6.2 Regional/ Sub Regional Green Belt Planning Policy Framework

The Regional Strategy for Yorkshire and Humber [12] is revoked except for:

(a) the RSS York Green Belt policies; and

(b) the Key Diagram of the RSS insofar as it illustrates the RSS York Green Belt policies and the general extent of the Green Belt around the City of York

Para 1.11 of the Draft City of York Local Plan Preferred Options June 2013 [8] states 'The environmental assessment process for the RSS abolition highlighted that York does not currently have a Local Plan in place and indicated that revocation of the York Green Belt policies before an adopted Local Plan was in place could lead to a significant negative effect upon the special character and setting of York.'

### 'Policy YHA9 Green Belts

**A** The Green Belts in North, South and West Yorkshire have a valuable role in supporting urban renaissance, transformation and concentration, as well as conserving countryside, and their general extent as shown on the Key Diagram should not be changed.

**B** Localised reviews of Green Belt boundaries may be necessary in some places to deliver the Core Approach and Sub Area policies.



**C** The detailed inner boundaries of the Green Belt around **York** should be defined in order to establish long term development limits that safeguard the special character and setting of the historic city. The boundaries must take account of the levels of growth set out in this RSS and must also endure beyond the Plan period.

**D** A strategic review of the West Yorkshire Green Belt may be required to deliver longer term housing growth as set out in Table 12.1 in locations that deliver the Core Approach and the strategic patterns of development set out in policy LCRIE.

**E** Green Belt reviews should also consider whether exceptional circumstances exist to include additional land as Green Belt.’

The notes state the following additional relevant information:

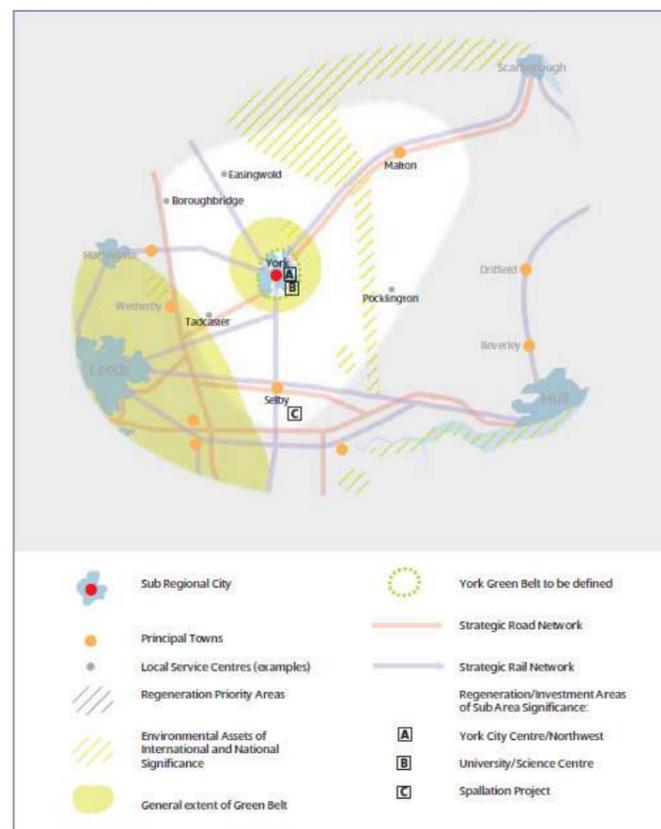
**‘2.63** The detailed inner boundary to the York Green Belt, and parts of the outer boundary, have not been designated in a development plan. This is therefore covered by policies YH9C and YIC1’ (our emphasis)

**‘Policy Y1 York Sub Area Policy**

**C Environment**

**1.** In the City of York LDF, define the detailed boundaries of the outstanding sections of the outer boundary of the York Green Belt about 6 miles from York city centre and the inner boundary in line with policy YH9C.’ (our emphasis)

Figure 6.2: York sub area context diagram



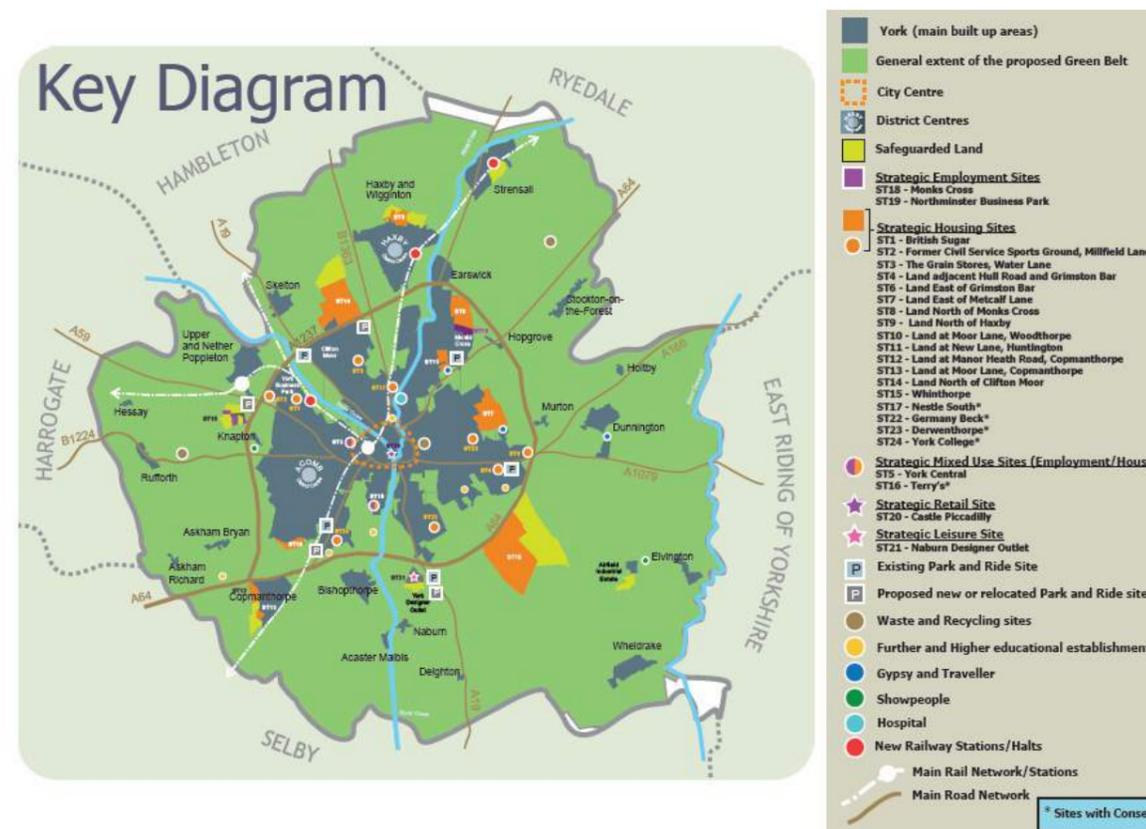
**Image 6.1** Extract Key Diagram of the RSS insofar as it illustrates the RSS York Green Belt policies and the general extent of the Green Belt around the City of York

The key diagram establishes the broad principle of an encircling Green Belt around York but does not contribute any detail to the designation of the outer boundary.

**6.3 Local Green Belt Planning Policy Framework**

**6.3.1 Draft City of York Local Plan Preferred Options June 2013**

Section 5 Spatial Strategy of the document looks in detail at the role of York’s Green Belt. Section 18 details the proposed Green Belt policies (of less interest to this study in the context of the proposed removal of the proposed allocation from the Green Belt).



**Image 6.2** Extract Key Diagram City of York Local Plan - Preferred Options (June 2013)

Paragraph 2.14 (Section 2 Spatial Portrait, Landscape) states: ‘The majority of land outside the built up area has been designated as draft Green Belt since the 1950s with the principle of York’s Green Belt being established through a number of plans. The detailed inner boundaries have never been formally approved; this will be an important role for the Local Plan.

Paragraph 3.2 (Section 3 Spatial Vision and Outcomes) states: ‘The Local Plan will strengthen its network of strays, green wedges, open spaces, nature conservation sites and green corridors, extending them as part of new development areas. It will also create a Green Belt for York that will endure beyond the end of this plan period providing a lasting framework to



shape the future development of the city. Its primary aim will be to preserve and enhance the special character and setting of York. It will also have a critical role in ensuring that development is directed to the most sustainable locations.'

Proposed policies of note are:

**'Policy SSI York Sub Area**

The local plan will ensure:

viii. The outer and inner boundaries of York's Green Belt is established where these areas lie within the City of York area, about 6 miles from York City Centre.'

**'Policy SS5 The Role of York's Green Belt**

- i. The primary purpose of the Green Belt is to preserve the setting and the special character of York. It also has a recognised role in safeguarding the countryside from encroachment. New building in the Green Belt is inappropriate unless it is for one of the exceptions set out in policy GBI.
- ii. The general extent of the Green Belt is shown in the Key Diagram. Detail boundaries shown on the proposals map follow readily recognisable physical features that are likely to endure such as streams, hedgerows and highways.

It should be noted in relation to part (ii) that it is currently a coincidence that the Green Belt boundary runs to the wall to the south of the proposal site as this is also the district boundary and the City of York Green belt ends at this point although at no time previously has the City of York Council robustly assessed whether the wall or New Road to the north is the more appropriate outer green belt boundary in this location. It is noted on p59 (The Role of York's Green Belt and Safeguarded Land) that:

*'Some of the outer boundaries of the Green Belt have been agreed in adjoining Authorities Development Plans. The Local Plan sets out the purpose of the Green Belt and finalises the inner boundary and those parts of the outer boundary that lie in the City of York Local Authority area.'*

**6.3.2 City of York Council Heritage Topic Paper Update June 2013**

The following table forms part of the heritage topic paper in relation to Landscape and setting. It can be noted that Escrick does not form part of the identified examples.

**Landscape and Setting**

Character elements	Key Features	Examples	Significance
Open countryside and green belt	A wide variety of different habitats and landscape elements including: Lowland heath; wet acidic grassland; rich hedgerows; valley fen; open lngs landscape associated with river; wiildflower meadows; Airfields with large expanse of openness/ cultural heritage/habitat value; Village settings including: assarted land; strip field pattern/ridge and furrow; hedgerows; veteran orchards. Long distance uninterrupted recreation routes with cultural significance through countryside Orchards – vale of York high orchard productivity historically; veteran Pear and apple trees often in gardens of later development.	Strensall Common; Askham bog; Heslington tilmire. Airfields: Elvington, Acaster Malbis, Rufforth, Clifton Moor, Copmanthorpe, Rufforth & Murton. Nether Poppleton; Skelton Hessay church yards. Ebor Way, Minster way – linking two Minsters. York to Selby disused railway line passing through open countryside connecting to other routes. Walmgate stray; Heslington golf course Derwent lngs. Scarcroft recreation ground – Scarcroft allotments – Knavesmire/Racecouse – splits to Hob Moor allotments – Hob Moor and Trans-Pennine trail cycle route. Orchard trees: in gardens at Skelton, Tanghall, Holgate. One fruit tree planted in every garden in first model of New Earswick.	Strensall common most extensive, northerly lowland heath site in Britain. Askham bog - most significant site in northern England and has uniquely extensive historical records of its wildlife dating back to 18th century. High concentration of airfields. Elvington - uncommon grassland habitat and birds because of extensive open nature. National route: spur of Trans- Pennine trail, runs coast to coast from Southport to Hornsea; cultural heritage along line of disused railway. Orchards at Skelton, Tanghall and Holgate remnant veteran Pear and apple trees usually in back gardens of later development. Significance written into deeds of properties. Historically significant.

**Image 6.3 Extract from City of York Council Heritage Topic Paper Update June 2013**



### 6.3.3 City of York Council Historic Character and Setting Update June 2013

This document states the following in relation to the Green Belt:

#### '1) Introduction:

1.1 The purpose of this Technical Paper is to support the Preferred Options Local Plan. It updates and supplements the 2003 York Green Belt Appraisal and also the City of York LDF Historic Character and Setting Technical Paper (January 2011). This Update paper should be read in conjunction with these two documents.

2.1 In February 2003, the Council published a 'Green Belt Appraisal' which was produced as supporting evidence to the emerging City of York Local Plan. It sought to identify those areas within York's Draft Green Belt which were key to the City's historic character and setting.

2.2 In January 2010, the Council published a Historic Character and Setting Technical Paper, to support the emerging LDF Core Strategy. This document updated the 2003 'Green Belt Appraisal', and was based on a Study produced by Fulford Parish Council ('Fulford Parish Council – LDF Submission Including Review of Fulford's Green Belt Land'), where relevant. It also considered an assessment of other Historic Character and Setting issues, submitted as part of the consultation responses to the LDF Core Strategy and Allocations DPD.

3.1 The Council undertook a 'Call For Sites' exercise in Autumn 2012, which asked developers, landowners, agents and the public to submit land which they thought had potential for development over the next 15-20 years. These sites then formed the basis for the site selection process for the Local Plan. Some of the sites proposed fall into areas previously identified as being important in Historic Character and Setting terms in the 2003 York Green Belt Appraisal and the 2011 Historic Character and Setting Technical Paper. Where this was the case, officers have considered whether any changes to the Historic Character and Setting boundaries are justified. This Technical Paper Update sets out these areas and provides an appraisal of the areas in question.

3.4 It should be noted that although most sites lie within the extent of the Draft York Green Belt, there may be some open space sites which although not in the Green Belt, contribute to the Historic Character and Setting of the City at a strategic level - these are identified where appropriate.'

It should be noted that there are no references to Escrick in this document.

### 6.3.4 City of York Approach to the Green belt Appraisal (2003)

The Approach to the Green Belt Appraisal (2003)[15] study carried out by the City of York Council indicates that, 'regardless of the extent to which the City may have to identify further land to meet its development requirements and needs, there are areas of land outside the existing built up areas that should be retained as open land due to their role in preserving the historic character and setting of York'. The areas of land considered to serve this purpose are illustrated in Figure 6.3 below: (Note the proposed allocation site at Escrick (circled in red) is not identified as serving this purpose.)

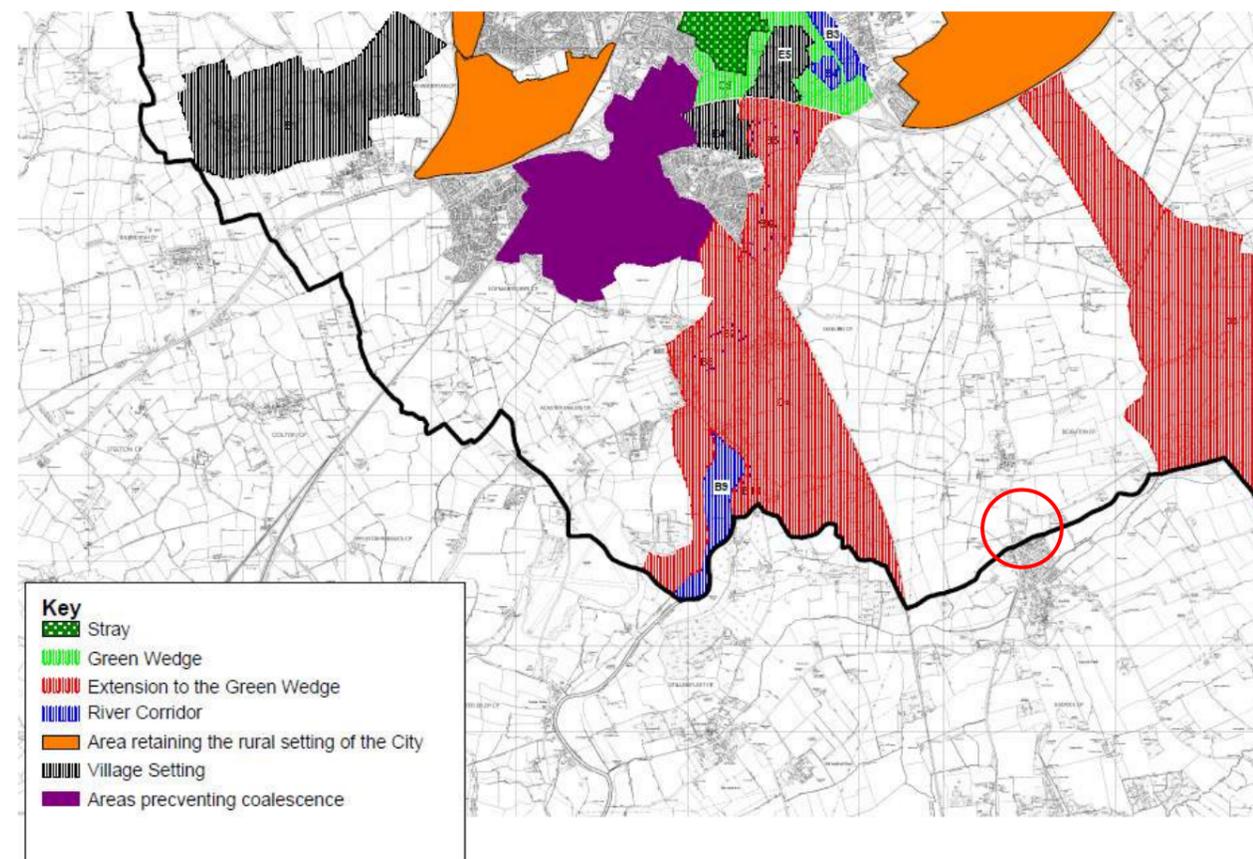


Image 6.4 Extract of Figure 3.2 from The Approach to the Green Belt Appraisal (2003)

### 6.3.5 City of York LDF Technical Paper Green Corridors [13]

The Green Belt is referenced in the context of work undertaken to date in relation to green corridors as follows:

P13 item 10. The Green Belt Appraisal (2003) identifies those areas of open land outside York's built up areas that are most valuable in terms of the historic character and setting of the city. These are:

- areas which retain, reinforce and extend the pattern of historic green wedges;
- areas which provide an impression of a historic city situated within a rural setting;
- the setting of villages whose traditional form, character and relationship with the surrounding agricultural landscape of which is substantially unchanged; and
- areas which prevent the coalescence of settlements to retain their individual identity.

Item 11. These areas have helped shape the Core Strategy's spatial strategy and will play a key role in terms of the green infrastructure work.

In reference to the four areas identified above, the proposed allocation site is not identified as forming part of the historic green wedges (See image 6.4 above). There are no views of the city nor the Minster from Escrick, therefore the proposed allocation site does not contribute to the rural setting of York. The development of the proposed allocation provides an opportunity to improve the northern approach to and the setting of the village of Escrick. The proposed allocation site is not contributing to preventing the coalescence of settlements.



### 6.3.6 Heritage Topic Paper (2010) [19]

The key points of this topic paper are updated in City of York Council Heritage Topic Paper Update June 2013 [9] as discussed in section 6.3.2. above.

### 6.3.7 City of York Council YGBLP1: The History of the York Green Belt (Undated early 1990's) [17]

This document summarises the history of the York Green Belt (this document is undated but derives from a document of the same name prepared by North Yorkshire County Council for the York Green Belt Local Plan Inquiry 1992 believed to be from the 1990's prepared to support the LDF) the key points being as follows:

- *'Para 1.1 The background to the York Green Belt is a long and complex one covering a period of over 55years.'*
- *'Para 1.2 Prior to local government reorganisation in 1974 the Greater York area , as presently defined , was divided between four authorities - the former East, North and West Riding County Councils and York City Council. Since reorganisation the area has been divided between five District Councils – Hambleton, Harrogate, Rydale, Selby and York.'*
- *'Para 2.6 In the continued absence of a composite York Green Belt the Secretary of State decided in 1975 to maintain a 'sketch plan' Green Belt around the whole of York until such time as comprehensive proposals could be established (Appendix 1 ). It is unclear, however, to which precise area sketch pan Green Belt Designation applied'*
- *'Para 2.7 'In 1980 the principle of a York Green Belt was formally approved by the Secretary of State for the Environment as part of the North Yorkshire County Structure Plan ( DOC A3). It was defined as "a belt whose outer edge is about 6 miles from York City Centre" ( Policy E8). In doing so the Secretary of State noted the views of the EIP Panel that the York Green Belt is of fundamental importance to the protection of the special historic and architectural character of the City.'*

This document provides useful background to this Green Belt appraisal, it is noted that significant areas of the Green Belt plan still appear to be at 'Sketch Plan' stage and require confirmation in a local plan.

### 6.3.8 City of York Council YGBLP2: Objectives of the Green Belt (Undated early 1990's) [18]

This document summarises the objectives (and functions) of the York Green Belt (this document is undated but derives from a document of the same name prepared by North Yorkshire County Council for the York Green Belt Local Plan Inquiry 1992 believed to be from the 1990's prepared to support the LDF) the key points being as follows:

- *'Para 3.1 The York Green Belt Local plan identifies the main objective of the York Green Belt as being 'to safeguard the special character of the historic City...'*

The following elements are identified as contributing to the special character of the historic City:

- i) Green wedges
- ii) Urban fringe
- iii) Open approaches to the city
- iv) Relationship of York to the surrounding villages
- v) Open countryside

As previously stated the proposed allocation site is not identified as forming part of a green wedge, it is not part of the urban fringe and it does not contribute to the open approach to the city as the city of York is not viewed from this position.

## 6.4 Conclusions

- The proposed allocation site does not contribute to *'To preserve[ing] the setting and special character of historic towns or any other green belt purpose;* (Para 80 NPPF) and none of the background papers proposed by the Council concerning green belt suggests that it does.
- There are no views of the Minster from the proposed allocation site.
- The proposed allocation site is not identified in the Green Belt appraisal [15] as being significant in terms of the following factors (see image 6.4 above):
  - It is not identified as part of a green wedge/ extension to the green wedge
  - It is not identified as part of a river corridor
  - It is not identified as an area retaining the rural setting of the city
  - It is not identified as part of a village setting
  - It is not identified as part of an areas preventing coalescence
- The proposed allocation site is located on the extreme outer edge of the Green Belt. (It is 5.8 miles from the centre of Escrick to the centre of York).
- It is therefore proposed that the Green Belt boundary follows the former mine (New Road) which would *'Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.'* (Para 85 NPPF).



## 7.0 Non Technical Summary and Conclusions

### 7.1 Landscape Character and Fabric

The existing landscape character is considered to be of medium sensitivity to change. Development within the site would result in the replacement of a section of agricultural landscape with a residential landscape. All other key elements which contribute to the local landscape character would be unaffected by the development. New planting within the site could further enhance those elements, and design of the dwellings should be in character with the historic village core to the south of the site if vernacular materials and designs for the buildings were employed. A strong design successfully incorporating appropriate hard and soft elements could potentially strengthen and improve the northern edge of the village.

Opportunities to supplement existing vegetation and to provide new hedgerows and trees would further strengthen existing landscape elements and could both integrate the development and potentially result in a net gain of native hedgerow and tree planting.

### 7.2 Visual Amenity

The assessment draws the following conclusions;

- Views within which the potential development might be visible are located principally to the north and west of the site.
- With the exception of receptors immediately adjacent to it, the southern part of the site is well screened to three sides.
- The generally flat topography increases the significance of intervening elements, such as buildings or vegetation, and reduces the visibility of the site.
- Excepting views in close proximity to the site, the large arable farmland tends to afford receptors panoramic views, within which the site forms a small element, thus limiting the potential impact upon these views.
- Within views from rights of way (Viewpoints 3, 4 and 5), potentially visible development within the northernmost part of the site is considered reflective of existing properties that extend north from Skipwith Road along the A19 and reduces the potential for damage in the view.

#### Mitigation

The mitigation as outlined in discussion of viewpoints 1, 2, 3, 4, 6 and 7 will assist in integrating the proposed development and reinforcing the existing nature of views. Such mitigation may reduce the overall impact significance as indicated due to the balance between the development and the existing key characteristics within the view. We make the following recommendations and illustrate these on Figure 4, Landscape and Ecological Mitigation.

- A sensitive scheme of landscaping to define the site boundary. This should reflect the nature of the surrounding landscape, with native species used for hedges and trees and also a moderately high proportion of evergreen species along the A19.
- Buffer planting should be incorporated between existing properties and the site to maximise long-term screening.

- Reflecting the local vernacular within building materials, particularly the colour of walling materials to tie in with the aesthetic of the adjoining estate.

The table overleaf summarises the findings of the assessments from each location and includes a record of the assessment of residual impacts following mitigation.



Location	Sensitivity of Key Receptor	Magnitude of Change without mitigation	Overall Impact	Magnitude of Change with mitigation	Overall Impact with mitigation
1. Dower Park/Dower Chase Majority of properties	Medium	High	<b>Moderate/major adverse</b>	Medium	<b>Moderate adverse</b>
Dower Park/Dower Chase Properties with open views	High	High	<b>Major adverse</b>	Medium	<b>Moderate/major adverse</b>
2. St Helen's Church Residents east of A19	Medium - high	Medium	<b>Moderate adverse</b>	Low to medium	<b>Minor to moderate adverse</b>
St Helen's Church Other receptors	Medium - low	Negligible	<b>Neutral</b>	Not necessary	<b>n/a</b>
3. Crabtree Farm/PROW south of the site	Medium	Low	<b>Minor/moderate adverse</b>	Low to negligible	<b>Minor adverse</b>
4. PROW	Medium	Low	<b>Minor/moderate adverse</b>	Negligible	<b>Minor adverse to neutral</b>
5. PROW/Trans Pennine Trail	Medium - high	Negligible	<b>Minor adverse to neutral</b>	Not necessary	<b>n/a</b>
6. A19/Naburn Lane Residents	Medium	Negligible to no change	<b>Neutral</b>	Not necessary	<b>n/a</b>
A19 Footway/ cycleway adjacent to the site	Low	Medium to high	<b>Moderate adverse</b>	Medium	<b>Minor to medium adverse</b>
A19/Naburn Lane Motorists	Low	Low	<b>Minor adverse</b>	Low to negligible	<b>Minor adverse to neutral</b>
7. Farm East of A19 at Deighton	Medium	Low to negligible	<b>Minor adverse</b>	Negligible	<b>Minor adverse to neutral</b>
8. PROW	Medium		<b>Neutral</b>	Not necessary	<b>n/a</b>

Table 2 Summary of LVIA results.

With the exception of views from receptors directly adjacent to the site itself, its development is anticipated as having very limited impact upon wider visual amenity.

### 7.3 Green Belt

The proposed allocation site does not contribute to preserving the setting or character of York, or any other green belt purpose identified in NPPF or the emerging Local Plan, and none of the background papers relied on by the Council concerning green belt suggests that it does.

There are no views of the Minster from the site.

The site is located 5.8 miles from the centre of York i.e. at the extreme outer edge of the "about 6 miles wide" general extent of the green belt.

RSS saved policies indicate that it is the definition of the inner green belt boundary that is to be drawn to protect the character and setting of York. The outer boundary has little or no impact on this purpose. It is therefore proposed that the green belt boundary in this area should follow the former mine road (New Road) which would comply with NPPF requirements that green belt boundaries should follow *physical features that are readily recognisable and likely to be permanent*.

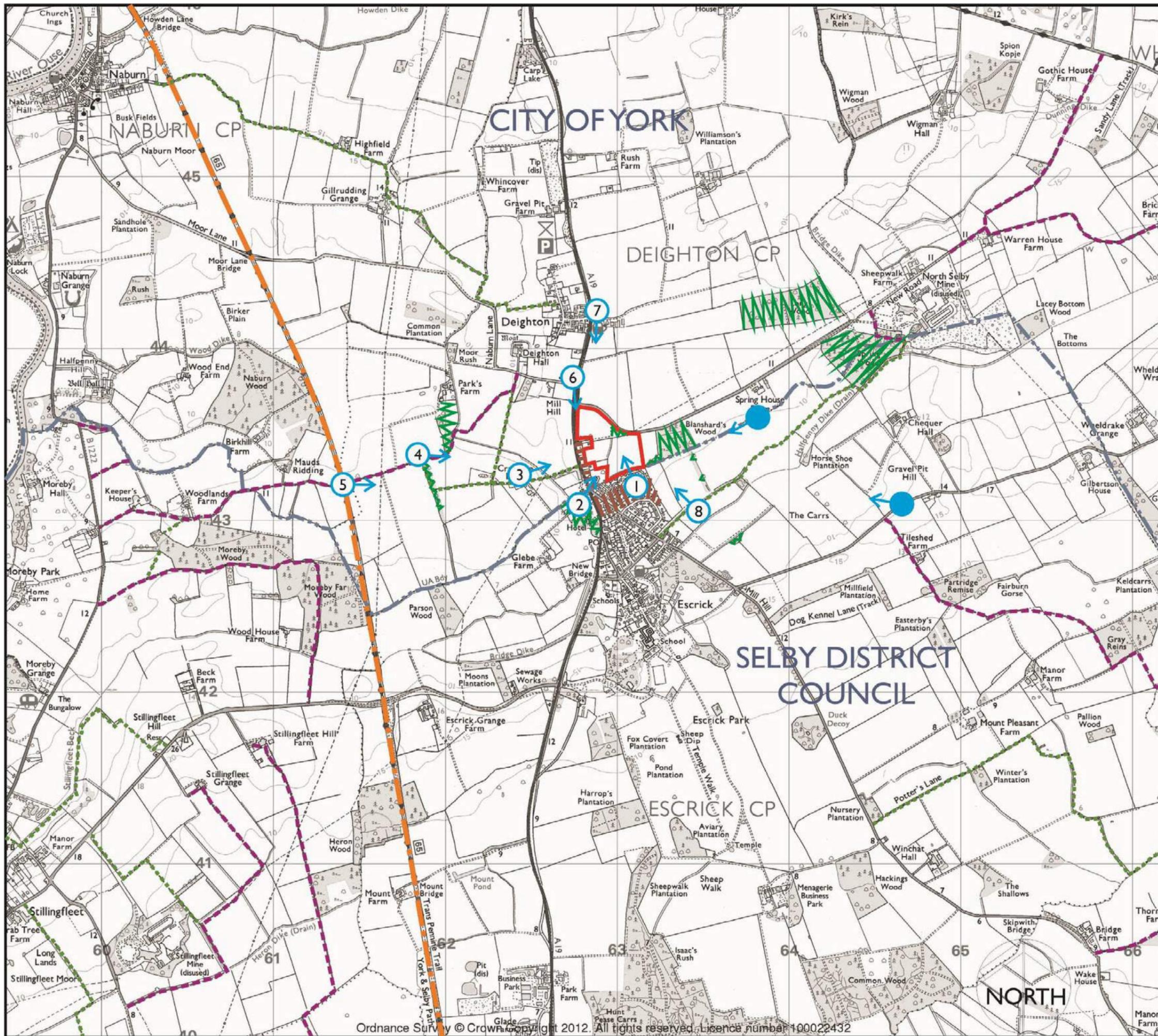


## 7.0 Bibliography

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- [5] Guidelines for Landscape and Visual Impact Assessment (Landscape Institute with the Institute of Environmental Management and Assessment, Third edition 2013).
- [6] Advice Note 01/09 The Use of Photography and Photomontage in Landscape and Visual Impact Assessment (The Landscape Institute, 2009).
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- [9] City of York Council Heritage Topic Paper Update June 2013
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- [14] City of York Council Historic Character and Setting Update
- [15] York Greenbelt Appraisal (2003) & Historic Character and Setting Technical Paper (2011)
- [16] City of York Council Green Belt Appraisal Map South
- [17] City of York Council YGBLP1: The History of the York Green Belt (Undated early 1990's)
- [18] City of York Council YGBLP2: Objectives of the Green Belt (Undated early 1990's)
- [19] Heritage Topic Paper and Heritage Impact Appraisal LDF Core Strategy Submission (2011)



**LAND NORTH OF ESCRICK**



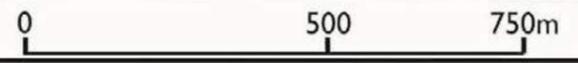
**KEY**

- Site Boundary
- Footpath
- Bridleway
- National Trail / traffic-free Cycle Route
- County Boundary
- Significant Screen Vegetation
- Key Built Structures / Landforms that Screen Views
- Viewpoint Location and Direction

1 - Dower Park  
 2 - St. Helen's Church / A19  
 3 - Crabtree Farm / Public Right of Way  
 4 - Public Right of Way  
 5 - Public Right of Way / Trans Pennine Trail  
 6 - A19 / Naburn Lane  
 7 - Farm East of A19 at Deighton  
 8 - Public Right of Way

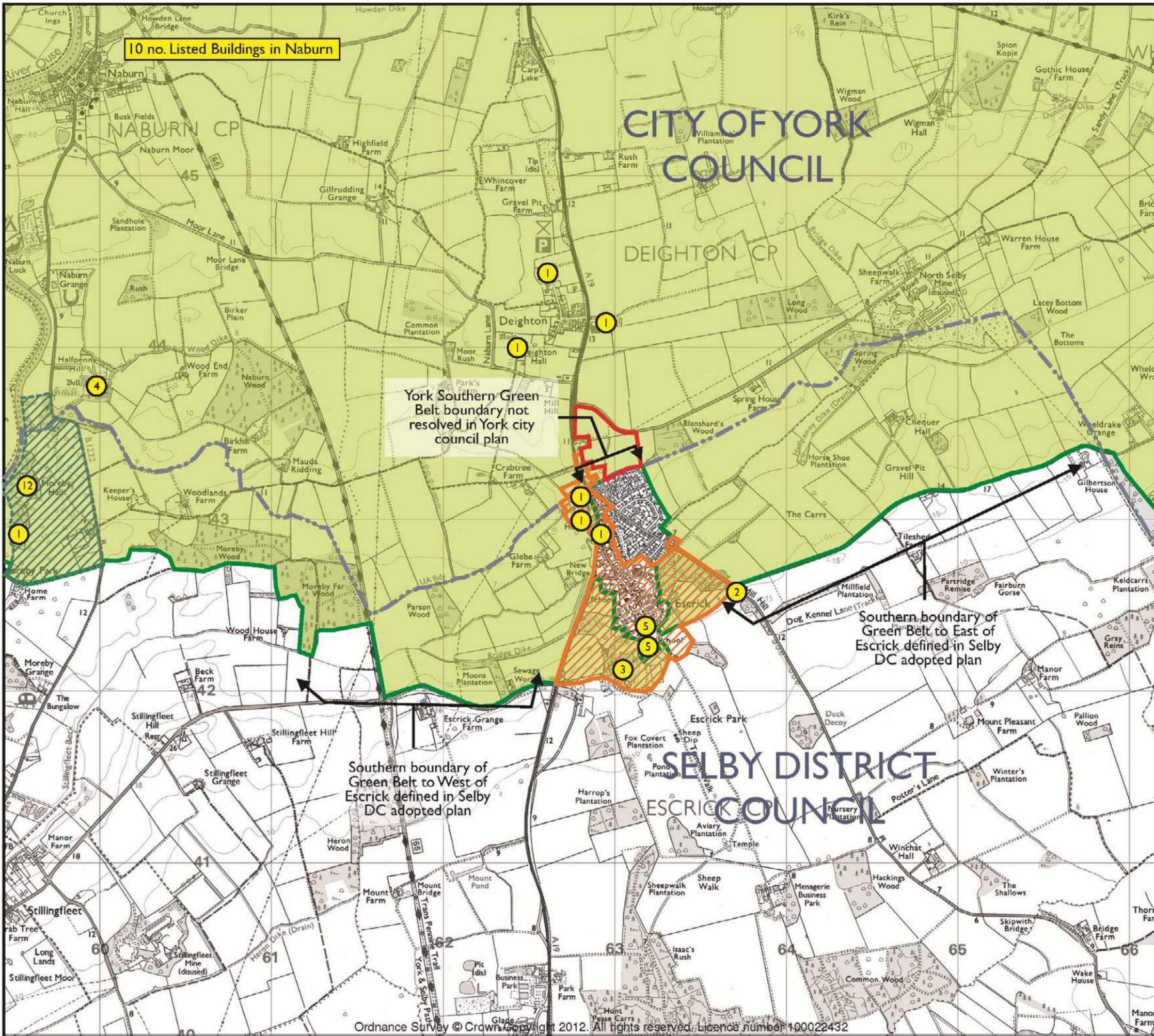
Viewpoint Unobtainable

**VIEWPOINT LOCATIONS AND PUBLIC RIGHTS OF WAY**



SF 2235  
Figure 1



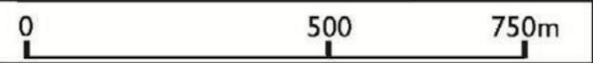


**LAND NORTH OF ESCRICK**

- KEY**
-  Site Boundary
  -  County Boundary
  -  Escrik Conservation Area
  -  York Green Belt
  -  Registered Parks and Gardens
  -  Listed Building (number indicates number of listed structures in that area)



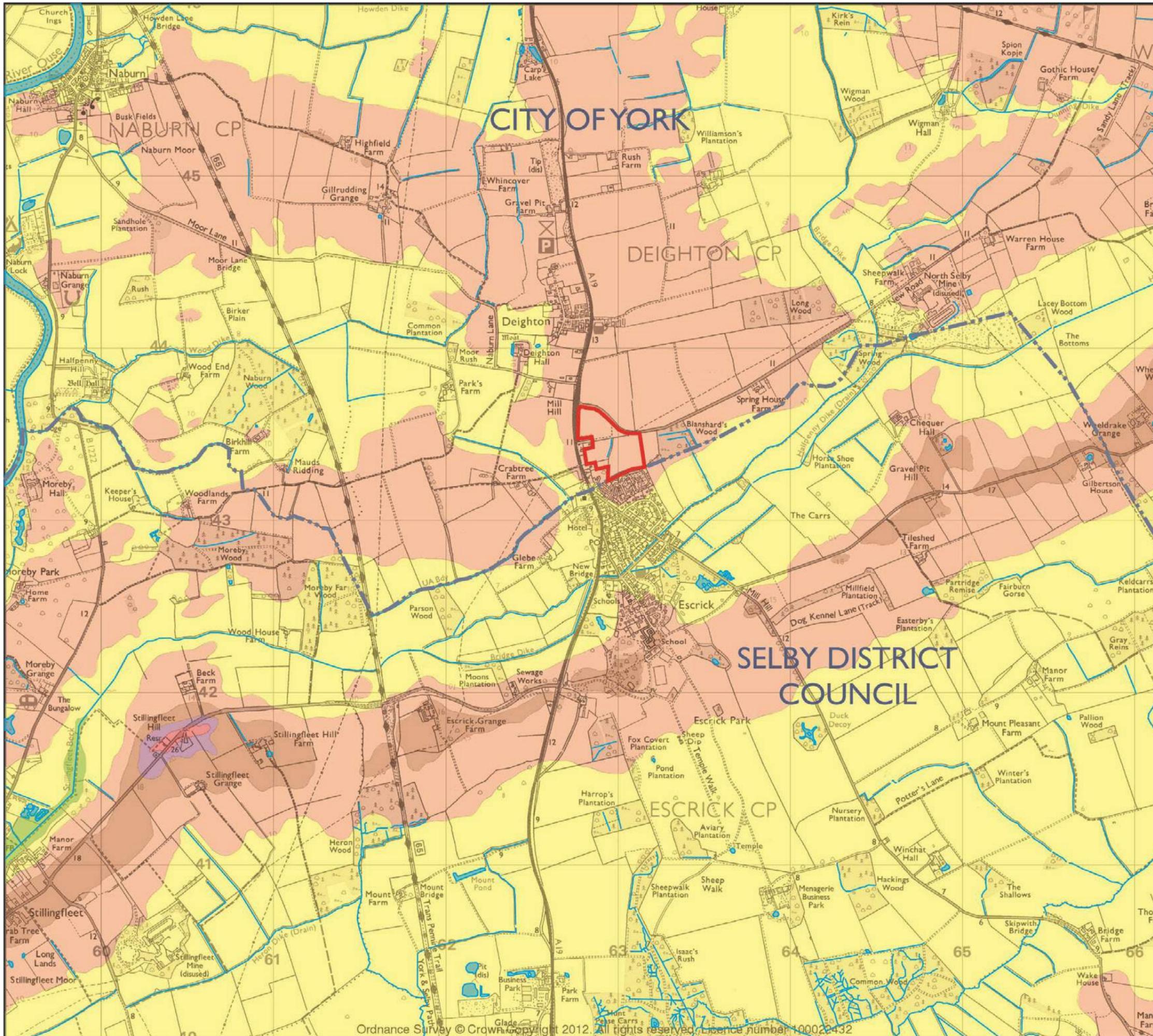
**CULTURAL HERITAGE, LANDSCAPE DESIGNATIONS AND CHARACTER AREAS**



SF 2235  
Figure 2 Rev B



# LAND NORTH OF ESCRICK



## KEY

-  Site Boundary
-  County Boundary
-  25m+
-  20 - 25m
-  15 - 20m
-  10 - 15m
-  5 - 10m
-  0 - 5m
-  Drains / Rivers / Ponds

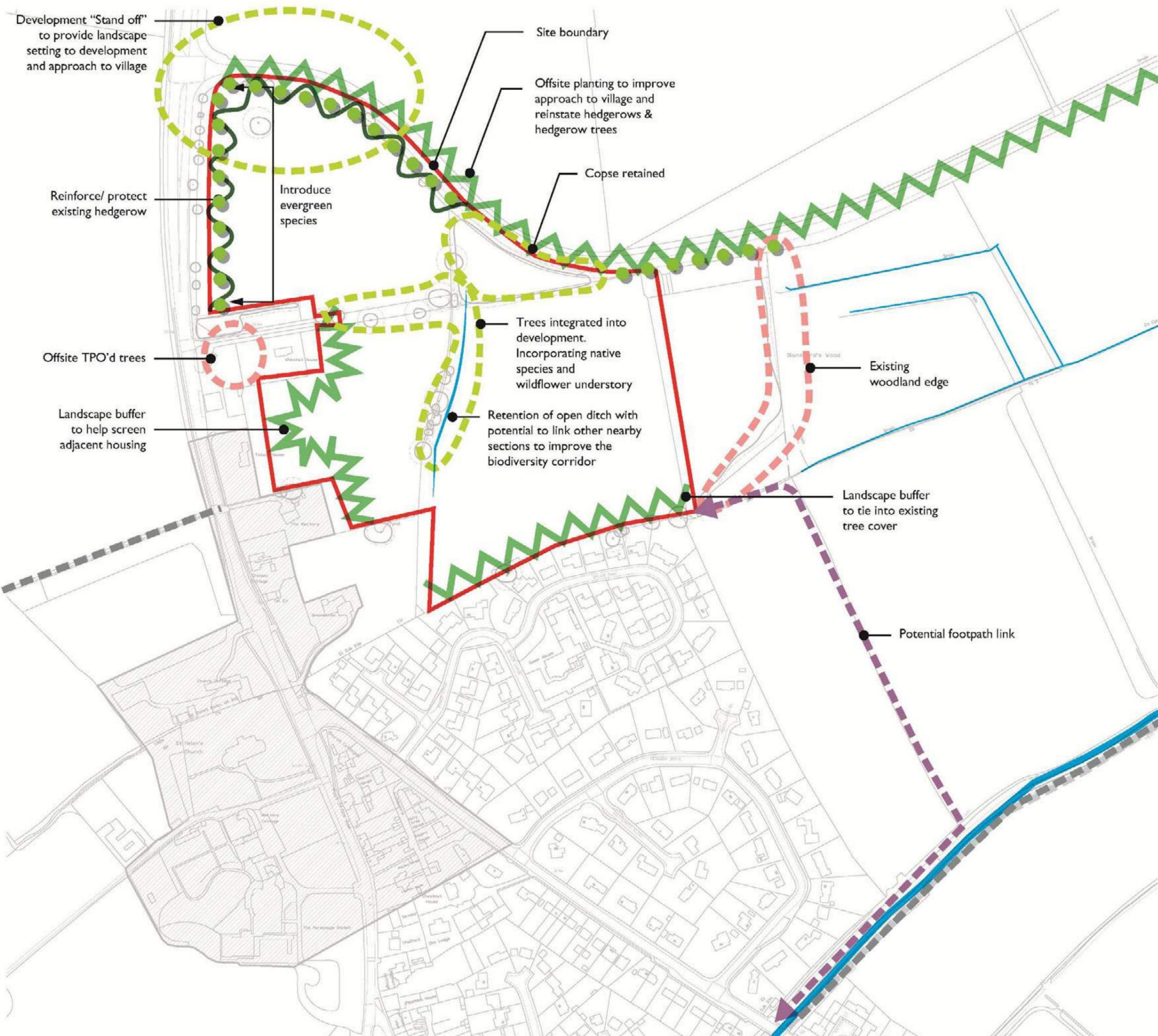


## TOPOGRAPHY



SF 2235  
Figure 3





Development "Stand off" to provide landscape setting to development and approach to village

Site boundary

Offsite planting to improve approach to village and reinstate hedgerows & hedgerow trees

Copse retained

Reinforce/ protect existing hedgerow

Introduce evergreen species

Trees integrated into development. Incorporating native species and wildflower understory

Retention of open ditch with potential to link other nearby sections to improve the biodiversity corridor

Existing woodland edge

Offsite TPO'd trees

Landscape buffer to help screen adjacent housing

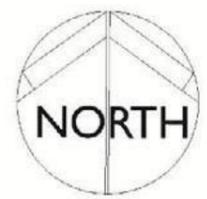
Landscape buffer to tie into existing tree cover

Potential footpath link

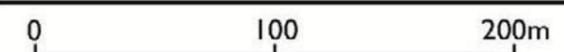
# LAND NORTH OF ESCRICK

## KEY

-  Site Boundary
-  Existing footpath
-  Proposed footpath link
-  Existing Landscape feature of note
-  Landscape feature for retention
-  Introduce landscape buffer
-  Retain/ supplement landscape feature
-  Waterways
-  New woodland scale hedgerow trees



## TOPOGRAPHY



SF 2235  
Figure 4 Rev B





**MAP**

**ARCHAEOLOGICAL PRACTICE Ltd.**

**Land North of Escrick and East of the A19  
Escrick  
York**

**SE 62996 43419**

**MAP 5.47.2013**

**Desk Based Assessment**

**MAP  
ARCHAEOLOGICAL PRACTICE LTD**

**Land to the North of Escrick and East of A19  
Escrick  
York**

**SE 62996 43419**

**MAP 5.47.2013**

**Desk Based Assessment**

<b>Report Prepared By</b>  Zara Burn	<b>Report Authorised By</b>  
<b>Date:</b> 13/12/2013	<b>Date:</b> 13/12/2013

**Land to the North of Escrick and East of A19  
Escrick  
York**

**SE 62996 43419**

**MAP 5.47.2013**

**Desk Based Assessment**

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**Land to the North of Escrick and East of A19  
Escrick  
York**

**SE 62996 43419**

**MAP 5.47.2013**

**Desk Based Assessment**

**Non Technical Summary**

*This report has been prepared by MAP Archaeological Practice Ltd under instruction from Jennifer Hubbard acting on behalf of Linden Homes to assess the Historical and Archaeological background of and the impact of a proposed residential development on land to the north of Escrick and east of A19, Escrick, York.*

*The Proposed Development Area is located to the north of Escrick village and east of the A19. The site currently comprises four agricultural fields, two under arable cultivation and two utilised as grazing land. The site is clearly defined on all sides by mature hedgerows and small tree belts.*

*The Proposed Development Area lies outside the Escrick Conservation Area, a Designated Heritage Asset and the nearest Grade II Listed Building, the Church of St Helens is over 150m away from the site. There is one Non-designated asset within the Proposed Development Area – an undated, broad ridge and furrow. The site lies in a predominant landscape of prehistoric and Romano-British cropmarks. To the north-east of the site, at Naburn, there is a complex network of Iron Age and Romano-British enclosures and trackways and these appear to continue south-eastwards towards Escrick, although becoming more fragmentary. Such cropmarks have been mapped in fields immediately north and west of the Proposed Development Area.*

*It is unlikely that any national important archaeological remains are located on the site to prevent development but further archaeological evaluation will be required in order that an appropriate mitigation can be proposed.*

## **1. Introduction**

- 1.1 This Archaeological Desk Based Assessment and report has been undertaken by MAP Archaeological Practice Ltd under instruction from Jennifer Hubbard acting on behalf of Linden Homes, to evaluate the Historical and Archaeological background of, and assess the impact of a proposed residential development on land to the North of Escrick and East of A19, Escrick, York (SE 62996 43419: Figs. 1 & 2).
- 1.2 Archaeological, Historical and Architectural remains are protected by means of Statutory Instruments (including World Heritage Statue, Scheduled Ancient Monument Legislation, Listed Buildings, Designated Conservation Area, National Planning Policy Framework Chapter 12 (March 2012) and The City of York Local Plan 2005 – HE 10 Archaeology.
- 1.3 The western boundary of the Proposed Development Area partly borders the Escrick Conservation Area. There are no Scheduled Ancient Monuments, Registered Parks and Gardens or Registered Battlefields within the Proposed Development Area.
- 1.4 The Archaeological Desk Based Assessment was funded by Linden Homes.
- 1.5 All Maps within this report have been reproduced from the Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office, Crown Copyright, Licence No. AL50453A.

## **2. Site Description**

- 2.1 The Proposed Development Area is located to the north of Escrick village which is situated on the road from York to Selby, approximately ten kilometres south of York. The site is bounded by Blanshard's Wood to the east, the A19 to the west, New Road to the north and residential

houses forming a cul-de-sac of Dower Chase and Dower Park to the south (Figs. 1& 2; Pls. 1-6).

- 2.2 The Site is circa 9.35 hectares in size and stands at an approximate height of 10.2m AOD and comprises four agricultural fields, two of which are under arable cultivation and two as grazing land for sheep and horses. The fields are clearly defined by hedgerows and small mature tree belts.

### **3. Aims and Objectives**

- 3.1 The Desk Based Assessment has been prepared in accordance with best practice guidelines issued by the Institute of Field Archaeologists Standard and Guidance for archaeological desk-based assessment, 3.2.7 (IFA 2012).
- 3.2 An assessment is required that will (1) consider the likely survival of buried archaeological deposits on the site, the likely significance of such deposits and the impact on them of the proposal and (2) assess the historic interest of the standing buildings and their contribution to the area's historic character and will consider the impact of the development proposal.
- 3.3 The aim of the Desk Based Assessment is to:
- Identify recorded features of historical and archaeological significance within the study area
  - Establish the potential for hitherto unrecorded and unknown sites
  - Assess the relative importance of the sites
  - Assess the likely impact of the proposed development on the sites
  - Make recommendations to mitigate any impact of the development on the sites

## 4. Methodology

4.1 The assessment comprised the evaluation of historical information derived from cartographic and pictorial documents, Tithe awards, parish registers, the Ordnance Survey and the Historic Environment Records, and secondly by consideration of previous Archaeological Excavations, Evaluations and Watching Briefs and covered an area of 1km from the centre of the Proposed Development Area.

- National Archives
- National Monument Register
- York Library
- The City of York Historic Environment Register
- North Yorkshire Historic Environment Record

4.2 The following data sources were utilised for assessment:

- I. The City of York's Historic Environment Record (HER) entries for 1km around the site;
- II. The North Yorkshire Historic Environment Record (HER) entries for 1km around the site;
- III. National Monuments Record;
- IV. Listed Building/Conservation records;
- V. Aerial Photographs;
- VI. Scheduled Monuments List;
- VII. English Heritage Register of Historic Parks and Gardens and Register of Battlefields;
- VIII. Visual inspection of the site;
- IX. Plans and maps of the site and its environs, including historical pictorial and surveyed maps and including pre- and post war Ordnance Surveys up to the present day;
- X. Place and street name evidence;

- XI. Trade and Business Directories;
- XII. Historical documents and photographs; and
- XIII. Appropriate archaeological and historical journals and books.

## **5. Policy Context**

5.1 Archaeological, Historical and Architectural remains are protected by means of Statutory Instruments (including Scheduled Ancient Monument Legislation, National Planning Policy Framework (March 2012) and by the City of York Council Local Plan 2005, Policy HE10.

### **5.2 National Planning Policy Framework – 12. Conserving and enhancing the historic environment**

5.2.1 NPPF -12 sets out the Government's objectives for the historic environment and rationale for its conservation. It recognises the unique place the historic environment holds in England's cultural heritage and the multiple ways it supports and contributes to the economy, society and daily life. The NPPF also identifies the historic environment as a non-renewable resource. Its fragile and finite nature is a particularly important consideration in planning. Conserving this resource for future generations accords with the principles of sustainable development. Government places a priority on its conservation and has set out tests to ensure that any damage or loss is permitted only where it is properly justified.

### **5.3 City of York Local Plan (2005)**

5.3.1 The City of York Local Plan (2005) Chapter 4 the Historic Environment states that *“outside of the York City Centre Area of Archaeological Importance , archaeological deposits of national importance must be preserved in situ. Where physical preservation of deposits in situ is not possible, applicants must make provision for the professional*

*excavation and recording of the archaeology in accordance with a detailed scheme approved prior to development commencing*'.

## 6. Significant Criteria

6.1 The principal aims of the Heritage Assessment are:-

- I. To identify known cultural heritage and archaeological sites within or in the vicinity of the proposed development;
- II. To identify areas within the application boundary with the potential to contain any previously unrecorded archaeological remains;
- III. To assess the physical and visual effects of the proposed development upon historic buildings or archaeological sites and their settings;
- IV. To propose appropriate mitigation measures which could be built into the development proposals to avoid, reduce or remedy any potential adverse effects identified; and,
- V. To assess the acceptability of the development proposals with respect to cultural heritage and archaeology in relation to local plan policies and national planning guidance.

## 6.2 Criteria of Sensitivity

6.2.1 The criteria of sensitivity has been assessed in accordance with the following principles:

**Table 1: Criteria of Sensitivity**

<b>Sensitivity</b>	<b>Type of Heritage Asset</b>
<b>Very High</b>	World Heritage Sites – sites of universal value, importance and significance
<b>High</b>	Designated Heritage Assets as defined in NPPF such as Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area
<b>Medium</b>	Undesignated Heritage Sites, such as listed on the County Historical Environment Register
<b>Low</b>	Sites or Buildings which may have some potential interest or significance but which have not been identified by the Local Authority
<b>Negligible</b>	Buildings or sites of no architectural, historical, aesthetic or

	communal significance
--	-----------------------

### 6.3 Significance of Impacts

6.3.1 The significance of impacts has been assessed in accordance with the following principles:

**Table 2: Significance of Impacts**

<b>Magnitude</b>	<b>Factors in the assessment</b>
<b>Substantial</b>	Very significant impact. <i>Adverse Impact-</i> when the development proposals would destroy or significantly compromise the integrity of a regionally or nationally important archaeological site or historic building and mitigation could not remove or modify such effects. <i>Beneficial Impact-</i> The proposals would result in effects that improve the historic landscape character and the quality of the archaeological record by detailed recording and increased interpretation and public dissemination.
<b>Moderate</b>	Significant impact. <i>Adverse Impact-</i> development proposals would partially damage or compromise but not destroy the integrity of a regional or national important archaeological site or historic building. Adequate mitigation measures can be specified. Impact on the setting of sites, buildings and historic landscapes which would diminish the character, appearance and understanding. <i>Beneficial Impact-</i> The proposals would result in effects that fit very well with the historic landscape character enabling the restoration of valued characteristic features.
<b>Minor</b>	Slight impact. <i>Adverse Impact-</i> Integrity of regional and national important sites not substantially compromised. Locally significant sites and historic buildings could be destroyed or substantially compromised. However, substantial mitigation measures can be specified. <i>Beneficial Impact-</i> The proposals would result in effects that improve the archaeological understanding of the quality and character of the site.
<b>Neutral</b>	Very slight impact. The proposals would have no effect on archaeological sites, historic buildings or historic landscapes.

6.3.2 The significance of effects are summarised below:-

**Table 3: Significance of Effects**

<b>Sensitivity Impact</b>	<b>Very High</b>	<b>High</b>	<b>Medium</b>	<b>Low</b>	<b>Negligible</b>
<b>Substantial</b>	Substantial	Substantial	Moderate	Minor	Minor
<b>Moderate</b>	Substantial	Substantial	Minor	Minor	Neutral
<b>Minor</b>	Moderate	Moderate	Neutral	Neutral	Neutral

<b>Negligible</b>	Minor	Minor	Neutral	Neutral	Neutral
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## 7. Results

- 7.1 Escrick is a village and parish predominantly within the Selby district of North Yorkshire but also with a small extent of its most northern limits falling within the City of York. The village lies ten kilometres south of York.
- 7.2 There is one Non-designated Asset within the Proposed Development Area – a broad undated Ridge and Furrow (Table 4; Fig. 4). There are no Designated Heritage Assets within the Proposed Development Area. There is one Designated Heritage Asset bordering the Proposed Development Area – the Escrick Conservation Area (Table 5; Fig. 3).
- 7.3 A one kilometre radius search was undertaken from the Proposed Development Area on the City of York’s Historic Environment Record (HER) and the North Yorkshire HER, and showed there were ten Designated Heritage Assets (Grade II Listed Buildings) and fifty-six Non-designated Heritage Assets (fifty-four Monuments and two Events) (Tables 4, 5 and 6: Figs. 3 & 4).

**Table 4: Non Designated Heritage Assets on the Proposed Development Area on the City of York’s Historic Environment Record**

HER Ref.	Grid Ref.	Description	Period
MYO2516	SE 6289 4324	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated

**Table 5: Designated Heritage Assets within 1km of the Proposed Development Area on the City of York’s Historic Environment Record and the North Yorkshire HER**

HER Ref.	Grid Ref.	Description	Period
	SE 630 432	<b>Escrick Designated Conservation Area</b>	
MYO490 DYO69 32 6113	SE 62934 44142	Swan Farmhouse, Deighton, A19 Mid C18 with C19 extensions to left and rear and later additions and alterations. Pinkish-brown brick with red rubbed brick dressings, ashlar sills and Welsh slate roof. 2 storeys. Grade II Listed Building	Post-medieval
MYO491	SE 62434	Deighton Hall. (Formerly listed as	Post-medieval

DYO70 326115	43962	Deighton Hall Farmhouse) House. Early C18 with later additions and alterations. Hand- made, narrow orange brick, moulded ashlar sills, with pantile and stone slate roof. Square on plan with central staircase. 2 storeys. Interior: two oak Elizabethan overmantels said to have been removed from Deighton Old Hall. Grade II Listed Building	
1148457 326289	SE 62836 42982	The Lodge Hotel, York Road. Vicarage now hotel 'HLS 1828' on fall pipes and '1828' on rear stack, with probable structural alteration and reroofing by F C Penrose c1852. Pinkish-red and gault brick with ashlar dressings and Welsh slate roof. Jacobethan. 2 Storeys with attics to gables, 6 bays. Mainly single light windows and 2,3 and 4- light mullion windows within quoined ashlar surrounds, those to ground floor mainly under hoodmoulds, some also beneath gauged brick Tudor relieving arches. Plans and drawings in the house dated to 1852 show that F C Penrose was called in to make structural alterations and dated 1887 to produce outbuildings. Grade II Listed Building	Post-medieval
1148490 326277	SE 63160 42423	Piers and Gate approximately twenty metres to North of House. (Escrick Park Estate) Piers and gate. Probably early C18 with C19 finials. Pinkish-orange brick piers with ashlar dressings and wrought-iron gate. Piers square on plan and approximately 3 metres in height. Gate has rail and ornamental scrollwork between twisted bars. Grade II Listed Building	Post-medieval
1148491 326278	SE 63163 42431	Gates and railings approximately forty give metres to North of House (Escrick Park Estate) Ornamental gates and railings. 1907. Designed by Lady Wenlock. Approximately 6 metres in length and 2 metres high. Railings have 3 levels with scroll-work to top. Grade II Listed Building	Post-medieval
1167966 326290	SE 62805 43127	Church of St Helen, York Road. 1857 by F C Penrose for Rev and Hon Stephen Willoughby Lawley and the second Lord Wenlock with restorations of 1923 by John Bilson. Sandstone ashlar with plain tile	Post-medieval

		roof. Gothic revival style with Geometrical tracery throughout. Monuments in west apse: early C14 mutilated effigy of knight, wall monuments to Lady Jane Lawley d. 1816 by Thorwaldsen; to Richard Thompson, d. 1820; to Beilby Thompson, d. 1799 by Fishers of York. In north aisle, to Lady Wenlock d. 1868 by Count Gleichen with a recumbent figure; wall plaque to Beilby, 3 <sup>rd</sup> Baron Wenlock by Eric Gill. Grade II* Listed Building	
1148455 326286	SE 62915 42893	Jubilee Fountain. Ornamental fountain. Inscribed around rim 'ERECTED BY THE INHABITANTS OF ESCRICK AND DEIGHTON IN COMMEMORATION OF THE DIAMOND JUBILEE OF QUEEN VITORIA 1897.' Ashlar. Stepped octagonal then circular plinth surrounded by Gadrooned urn with upturned scallop shell to outer rim. On top a 3-sided ornamental feature of 3 open-mouthed, toothed dolphin-like fish. Grade II Listed Building	Post-medieval
1148456 326287	SE 63687 42583	Wheldrake Lodge. Lodge to Escrick Park. Early C19 incorporating medieval fragments and with late C20 additions and alterations. Magnesian limestone ashlar with plain tile roof. Single storey. Grade II Listed Building	Medieval to Post-medieval
1316305 326288	SE 63686 42597	Gates, Piers and Railings to Escrick Park. Early C19. Ashlar end piers with cast iron gates, piers and railings. Tapering columnar end piers with ball finials. Railings on crescent have bars with circular motifs to top and bottom and cross motif to centre. Grade II Listed Building	Post-medieval

**Table 6: Non-designated Heritage Assets within 1km of the Proposed Development Area on the City of York's Historic Environment Record and the North Yorkshire HER**

HER Ref.	Grid Ref.	Description	Period
MYO46	SE 6243 4399	Moat, Deighton Hall. In 1619 it was described as 'fair and new built and moated round about,' with a dovecot in its grounds and in 1672 it had 14 hearths. Although the house now on the site incorporates some structural	Medieval to Post-medieval

		timbers of the early 17 <sup>th</sup> century, it appears to have been erected in the earlier 18 <sup>th</sup> century, perhaps soon after the partition of the estate, as a farm-house.	
MYO52	SE 6250 4370	Mill Hill, Deighton. At Deighton there was windmill in 1447 and presumably also in the later 16 <sup>th</sup> century, when Mill field was first mentioned. It no doubt stood on the prominent mound known as the Plumo which was shown in Mill field in 1619 and still remained in 1972.	Post-medieval
MYO207	SE 6200 4300	Findspot – Hoard.	Late Iron Age to Post-medieval
MYO208	SE 6200 4300	Findspot – Coin.	Medieval to Post-medieval
MYO209	SE 6200 4300	Findspot- Vessel.	Post-medieval
MYO187	SE 6300 4400	Brick Kiln	Late Bronze Age to Post-medieval
MYO51	SE 6280 4390	Chapel	Medieval
MYO2508	SE 6254 4419	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2509	SE 6236 4397	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2510	SE 6253 4395	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2511	SE 6308 4412	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2512	SE 6293 4375	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2513	SE 6287 4356	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2514	SE 6255 4363	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2515	SE 6385 4368	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2517	SE 6180 4371	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2518	SE 6214 4314	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated
MYO2520	SE 6190 4278	Broad Ridge and Furrow, Deighton. (EYO4440 – English Heritage Vale of York National Mapping Project)	Undated

MYO3508	SE 6512 4702	Derwent Valley Light Railway. Derwent Valley Light Railway was opened in 1912. The Derwent Valley Light Railway runs from the Foss Islands branch at Layerthorpe, where a station was built, to join the Selby-Market Weighton Line; it was opened for goods and livestock in 1912 and for passengers in 1913. By 1916 passenger traffic from villages along the Derwent was declining because of competition from bus services, and although petrol rail motor buses were introduced in 1924 the line was closed for passenger traffic in 1926. It was still used for goods traffic in 1951.	Post-medieval
MYO3511	SE 6235 4458	Boundaries and Enclosures, Deighton. A possible Iron Age or Roman settlement was seen as cropmarks on air photographs. The settlement comprises several boundaries and double-ditched trackways and parts of six separate enclosures.	Early Iron Age to Roman
MYO3515	SE 6186 4394	Boundaries and Enclosures, Deighton. A possible Iron Age field system was seen as cropmarks on air photographs. The field system is aligned roughly westnorthwest to east-south-east and is rectilinear in appearance with perpendicular elements.	Iron Age to Roman
MNY25596	SE 63 43	Parish Record for Escrick 8010	
MNY26316	SE 625 424	Drainage Dike 290m South of Glebe Farm Shown on First Edition Ordnance Survey.	Post-medieval
MNY26323	SE 632 442	Pond 369m North East of White Swan Inn. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26322	SE 629 440	Pond 91m South of White Swan Inn. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26303	SE 636 430	Drainage Dike 510m South West of Horse Shoe Plantation Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26335	SE 632 431	Pond 171m South West of Blanshard's Wood. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26302	SE 635 431	Dike 290m South East of Blanshard's wood. Shown on First Edition Ordnance Survey Map.	Post-medieval

MNY26301	SE 637 432	Clay pit 370m South West of Horse Shoe Plantation. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26300	SE 636 424	Decoy Pond 143m South West of East Lodge. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26285	SE 636 425	Clay pit 87m North West of Wheldrake Lodge. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26320	SE 628 441	Pinfold 58m North West of White Swan Inn. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26284	SE 633 424	Stock Watering Pond 89m East of Red House. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26353	SE 639 427	Pump 250m North East of East Lodge. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26355	SE 637 425	Mound 89m South West of East Lodge. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY26231	SE 629 441	Pond 56m East of White Swan Inn. Shown on First Edition Ordnance Survey Map.	Post-medieval
MNY17675	SE 628 430	Alleged site of deserted settlement, Escrick. Source of information is unknown.	Medieval
MNY17655	SE 630 426	Escrick – Village. Ascri in Domesday. Name means 'strip of land on which ash trees grow.'	Medieval
MNY26286	SE 635 426	Northern Pond.	Post-medieval
MNY26400	SE 636 425	Field system 85m South West of Wheldrake Lodge.	Medieval
MNY26281	SE 638 424	Earthwork/Bank 25m South of Millhill plantation	Modern
MNY26282	SE 637 425	Earthwork/Bank 25m South of East Lodge.	Modern
MNY17676	SE 628 429	Vicarage	Post-medieval
MNY17660	SE 628 425	Findspot – Polished Axehead	Bronze Age
MNY17658	SE 638 425	Windmill	Medieval to Post-medieval
MNY17691	SE 639 428	Field System.	Roman to Post-medieval
MNY17665	SE 627 426	Fishpond	Post-medieval
MNY17677	SE 625 425	Mill	Medieval
1316538	SE 6233 4455	A possible Iron Age or Roman settlement was seen as cropmarks on air photographs. The settlement comprises several boundaries and double-ditched trackways and part of five separate enclosures. The	Iron Age/Roman

		largest enclosure (40m by 38m) appears to be subdivided and has trackways leading up to it. A further enclosure can be seen as a cropmark on aerial photographs in addition to those described above. This cropmark is of what appears to be two sides of an enclosure defined by two parallel ditches 3.5m apart. The cropmark of a boundary previously mapped appears to terminate at the southern end of this enclosure.	
1316311	SE 61865 43974	A possible Iron Age field system was seen as cropmarks on air photographs. The field system is aligned roughly westnorth-west to east-south-east and is rectilinear in appearance with perpendicular elements.	Iron Age
1316316	SE 6191 4381	A possible Iron Age double-ditched trackway was seen as cropmarks on air photographs. It lies just to the south of a possible Iron Age field system (SE 64 SW 21) with which it may be associated, although it is on a different alignment.	Iron Age
1316594	SE 6279 4375	A possible Iron Age or Roman field system was seen as cropmarks on air photographs. The system is fragmentary and the features visible may represent more than one phase.	Prehistoric or Roman
1434720	SE 6243 4356	Fragmented cropmark remains of a possible Iron Age or Roman field system mapped from aerial photographs.	Prehistoric or Roman
1484016	SE 63037 42617	Numbers 44-6 Main Street. May date to 1781, when the village of Escrick was moved away from Escrick Hall, or the building could be an earlier survival. The building was originally a single dwelling that was later divided into two, but was a single dwelling again by 1910.	Post-medieval
EYO1380	SE 6210 4370	Cropmarks. Remote Sensing Survey/aerial photography.	
EYO1799	SE 6200 4410	Cropmarks - Tracks & Possible Enclosures. Remote Sensing Survey/aerial photography.	

## 7.4 Prehistoric

7.4.1 Evidence for prehistoric activity within 1km of the Proposed Development Area is predominantly restricted to cropmarks mapped

from aerial photographs. In fields immediately west and north of the site are the fragmentary remains of a possible Iron Age or Roman field system representing more than one phase of activity (SE 6243 4356 and SE 6279 4375). These may be the continuation of a perpendicular Iron Age field system with associated trackways mapped further west-north-west. A larger group of cropmarks within 1km of the site is located north of Deighton (SE 6233 4455) and may represent an Iron Age or Roman settlement comprising five separate enclosures with several boundaries and double ditched trackways.

- 7.4.2 A Bronze Age polished axehead was recovered approximately 200m south-west of the Proposed Development Area (MNY17660).

**Potential: Low to Medium**

**Significance: Local to Regional**

## 7.5 Roman

- 7.5.1 Little Archaeological work in terms of evaluation has been undertaken within 1km of the Proposed Development Area. Cropmarks mapped from Aerial Photographs suggest a predominant landscape of Iron Age enclosures and trackways surrounding Escrick which may have continued and been remodeled in the Roman period.

**Potential: Low-Medium**

**Significance: Local to Regional**

## 7.6 Anglo-Saxon/Anglo-Scandinavian

- 7.6.1 The origin of Escrick has not been authoritatively explained, but it may originate from the Saxon *Esc-hric*, signifying Ash-ridge (Bulmers 1982, From: [www.genuki.org.uk](http://www.genuki.org.uk)). There are no known Anglo-Saxon/Anglo-Scandinavian archaeological sites or finds on the City of York's HER or North Yorkshire HER within 1km of the Proposed Development Area.

**Potential: Low**

**Significance: Local**

## 7.7 Medieval

7.7.1 The village of Escrick was a Parish in the Wapentake of Ouse and Derwent in the North Riding of Yorkshire, and is located c. 10 km south of the City of York. Escrick is referred to in the Domesday Book as, *Ascri*, meaning 'strip of land on which ash trees grow' (Smith 1970, 269).

7.7.2 In 1086 there were two estates at Escrick, each of 4 carucates, one of which comprised 'Chetelstorp'. Both were soke of the manor of Clifton and belonged to Count Alan of Brittany; before the Conquest they had belonged to Morcar. (VCH 1976, 17-28). About 1100 Count Stephen gave 'Chetelstorp' and 2 carucates in Escrick to St. Mary's abbey, York, and the other 2 carucates also passed to the abbey (*ibid*). The first 6 carucates were granted by St. Mary's to Picot de Lascelles between 1145 and 1161, and the other 2 to Roger de Lascelles between 1197 and 1219 (Faull and Stinson 1986).

7.7.3 Within 1km of the Proposed Development Area is the site of a possible medieval church (SE 6280 4390).

**Potential: Low to Moderate**

**Significance: Local to Regional**

## 7.8 Post-medieval

7.8.1 The 1855 First Edition Ordnance Survey Map (Fig. 5) shows the Proposed Development Area as four fields. The field west of Blanshard's Wood is denoted as 'Field Garden Allotments.' At this time the fields nearest the A19 were separated by a road leading to Wheldrake.

7.8.2 The 1892 Edition Ordnance Survey denotes the four fields covering the Proposed Development Area as 192, 196, 197 and 198 respectively (Fig. 6).

7.8.3 By 1975 Whinchat House, Talland House, The Rectory, Tel Ex and Green Acres have been established along the western boundary of the Proposed Development Area. New Road had been diverted away from the site, circling the northern boundary of the site by at least 1990.

**Potential: Low to Moderate**

**Significance: Local to Regional**

## **7.9 Conservation Areas**

7.9.1 The Proposed Development Area does not lie within the Escrick Conservation Area. However, the south-eastern corner of the site does border the Conservation Area.

**Potential: Moderate**

**Significance: National**

## **7.10 Listed Buildings**

7.10.1 Nine properties dating to the eighteenth, nineteenth and early twentieth century lie within 1km of the Proposed Development Area and are all designated Grade II Listed Buildings. The nearest Listed Building, The Church of St Helen, lies over 150m away from the site and is screened by a number of properties bordering the western boundary of the site as well as the A19.

**Potential: Low to Moderate**

**Significance: Regional to National**

## **7.11 Site Walkover**

7.11.1 The site walkover was carried out on the 12<sup>th</sup> December 2013 to inspect the proposed development area and comprised four agricultural fields, two of which are under arable cultivation and two in use as grazing land for sheep and horses. The fields were clearly defined by hedgerows and small mature tree belts. There were no earthworks visible across the site. A stock unloading bay was located on the north eastern boundary of the site (Pls. 1-6).

## **7.12 Potential for Unrecorded Sites**

7.12.1 A fragmentary complex of Cropmarks representing a network of Iron Age or Roman field systems immediately north and west of the site suggests a high potential for previously unrecorded deposits within the Proposed Development Area.

## **8. Setting of the Heritage Assets**

8.1 The English Heritage Guidance on the Setting of Historical Assets states that “*The heritage significance of places derives not only from their physical presence, but also from ... their relationship with their surroundings, particularly their setting*” (English Heritage 2011, 5) and “*its associations with other places, events, people or artistic representations*” (ibid, 6).

8.2 Although the Proposed Development Area lies outside the Escrick Conservation Area the south western corner of the site does border the Conservation Area. The impact on the setting of the Conservation Area is minimal as the Proposed Development would be screened by existing properties, hedgerows and boundaries, as well as screening the Proposed Development from the A19.

## **9 Impact of Development**

9.1 The impact of the development has the potential to disturb any below ground archaeological deposits. In order to mitigate the loss of such archaeological deposits further information would be required.

9.2 The Proposed Development will require the excavations of drains, foundations and services. These works will have the potential to have a direct impact on any surviving below ground archaeology. There is the likelihood of Iron Age/Roman finds, deposits and features within the Development Area.

- 9.3 In order that a suitable mitigation can be proposed further archaeological evaluation would need to be undertaken. This would include a Geophysical Survey to determine the presence of buried archaeological deposits and subsequent Archaeological Trial Trenching, dependant on the results of the Geophysical Survey to establish the nature, date, extent and quality of any archaeological deposits.

## **10. Conclusions and Recommendations**

- 10.1 The results of the Desk Based Assessment suggest that the development site may have unknown archaeological deposits within the boundaries of the site. The date, depth and extent of the archaeological features and deposits are not known. It is unlikely that any national important archaeological remains are located on the site to prevent development.
- 10.2 After consultation with the City of York's Archaeologist further archaeological evaluation would be required in order that a suitable mitigation be proposed to comply with the National Planning Policy Framework. This work would consist of a geophysical survey across the extent of the site to determine the presence of any previously unknown buried archaeological deposits. Dependant on the results of the geophysical survey subsequent Trial Trenching may be required. This would allow a suitable mitigation to be placed on archaeological deposits prior to construction.

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North Yorkshire Heritage and Environment Section – Historic Environment Register

Listed Building Register ([www.imagesofengland.org.uk](http://www.imagesofengland.org.uk) )

City of York's Historic Environment Record

1855 First Edition Ordnance Survey. Scale 1:10560

1892 Ordnance Survey Map. Scale 1:2500

1975 Ordnance Survey Map. Scale 1:2500

1990 Ordnance Survey Map. Scale 1:10000

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- |                           |      |  |
|---------------------------|------|--|
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## **12. List of Contributors**

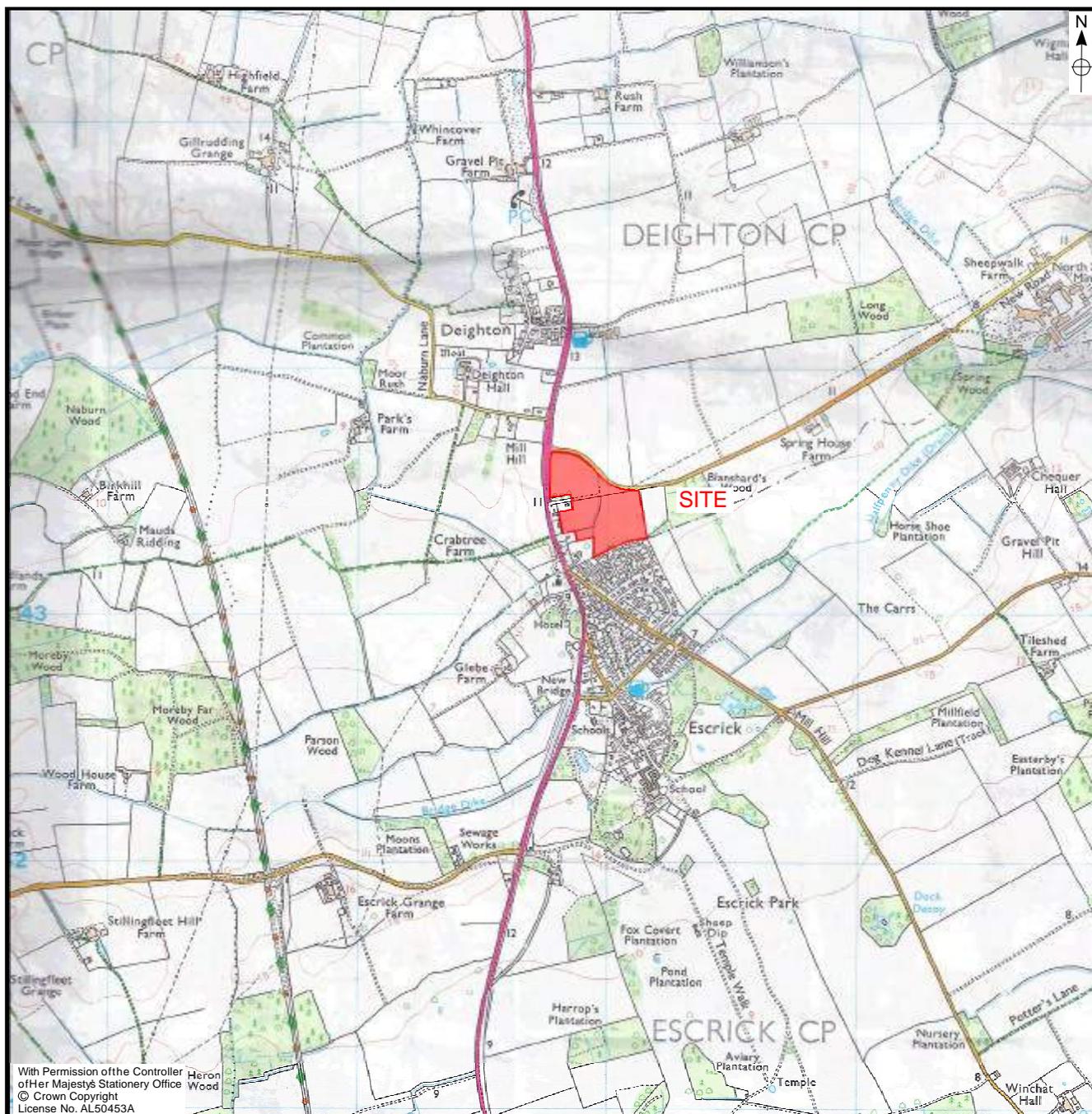
Desk Based Assessment by Zara Burn

Walkover: Zara Burn

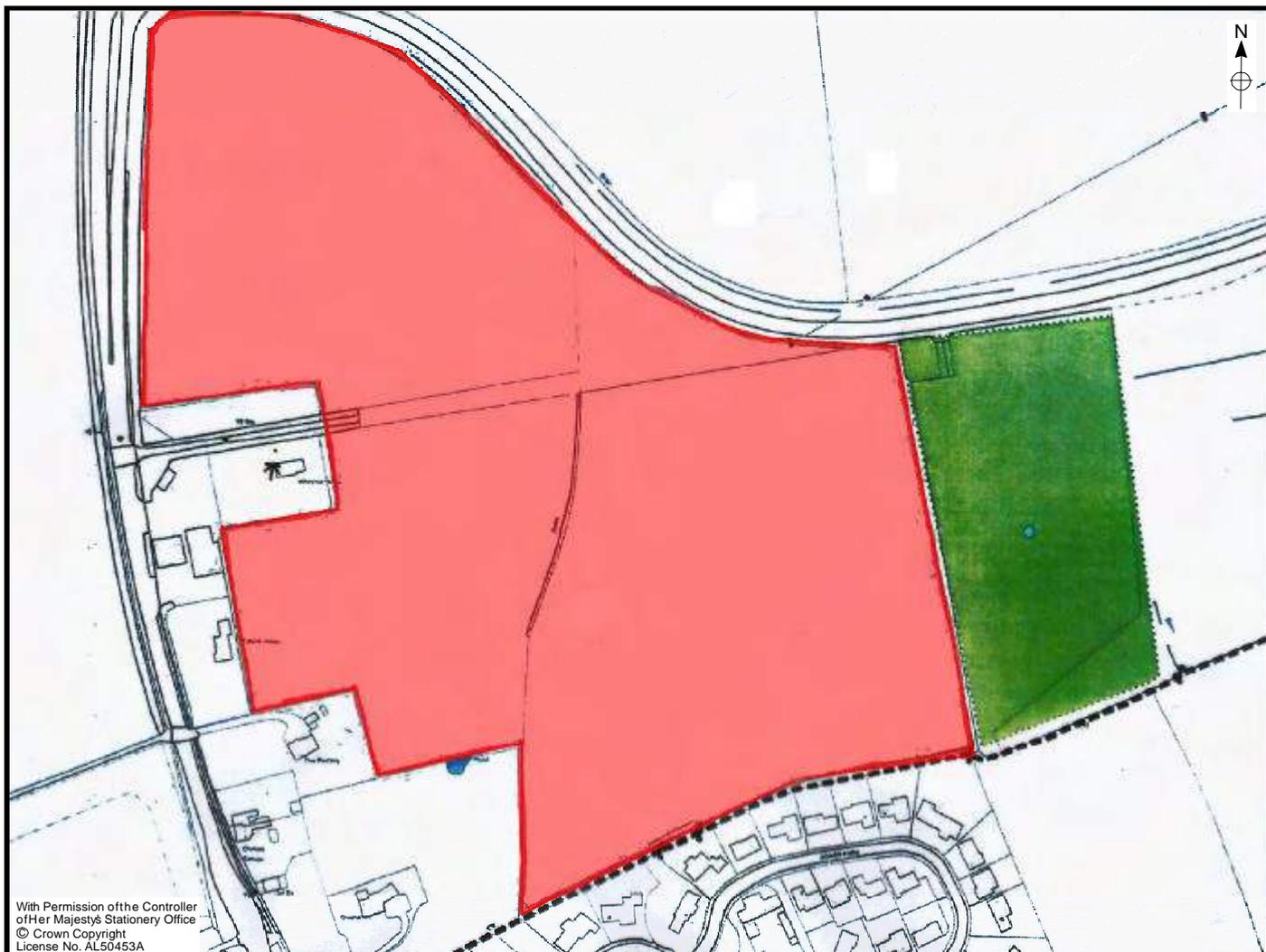
Edited by Paula Ware

Drawings and Plates by Kelly Hunter and Sophie Coy

Administration, filing, copying and binding by Sophie Coy



	<p><b>TITLE:</b> Site Location.</p>	
<p><b>SITE:</b> Land of North of Escrick and East of A19, Escrick, York.</p>	<p><b>FIGURE:</b> 1.</p>	<p><b>Scale:</b> 1:25,000</p>
<p><b>CLIENT:</b> Linden Homes</p>	<p><b>DRAWN BY:</b> KCH</p>	



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**TITLE:** Proposed Development Area.

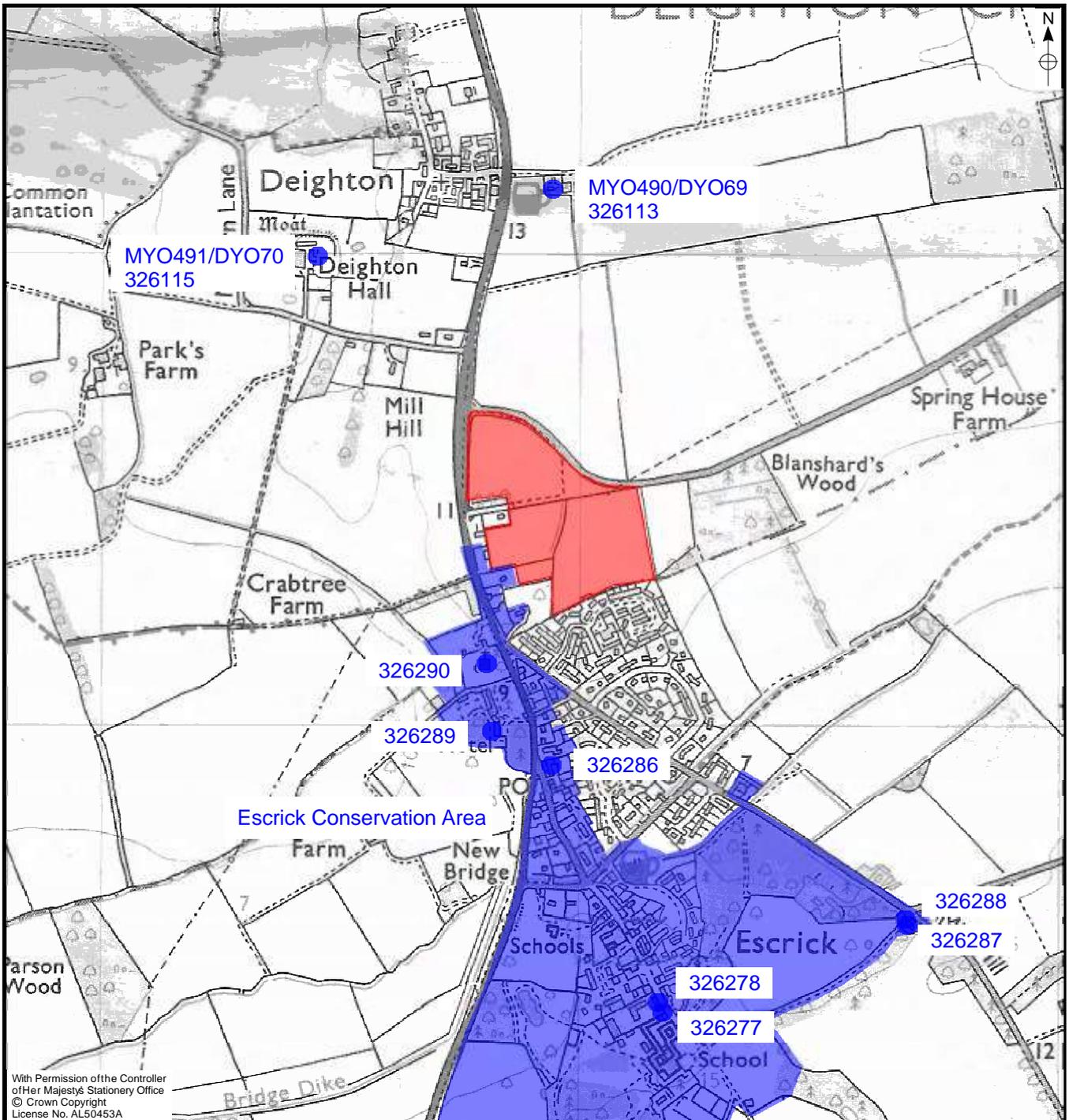
**SITE:** Land of North of Escrick and East of A19,  
Escrick, York.

**FIGURE: 2.**

**Scale:** 1:3,000

**CLIENT:** Linden Homes

**DRAWN BY:** KCH



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**TITLE:** Designated Heritage Assets.

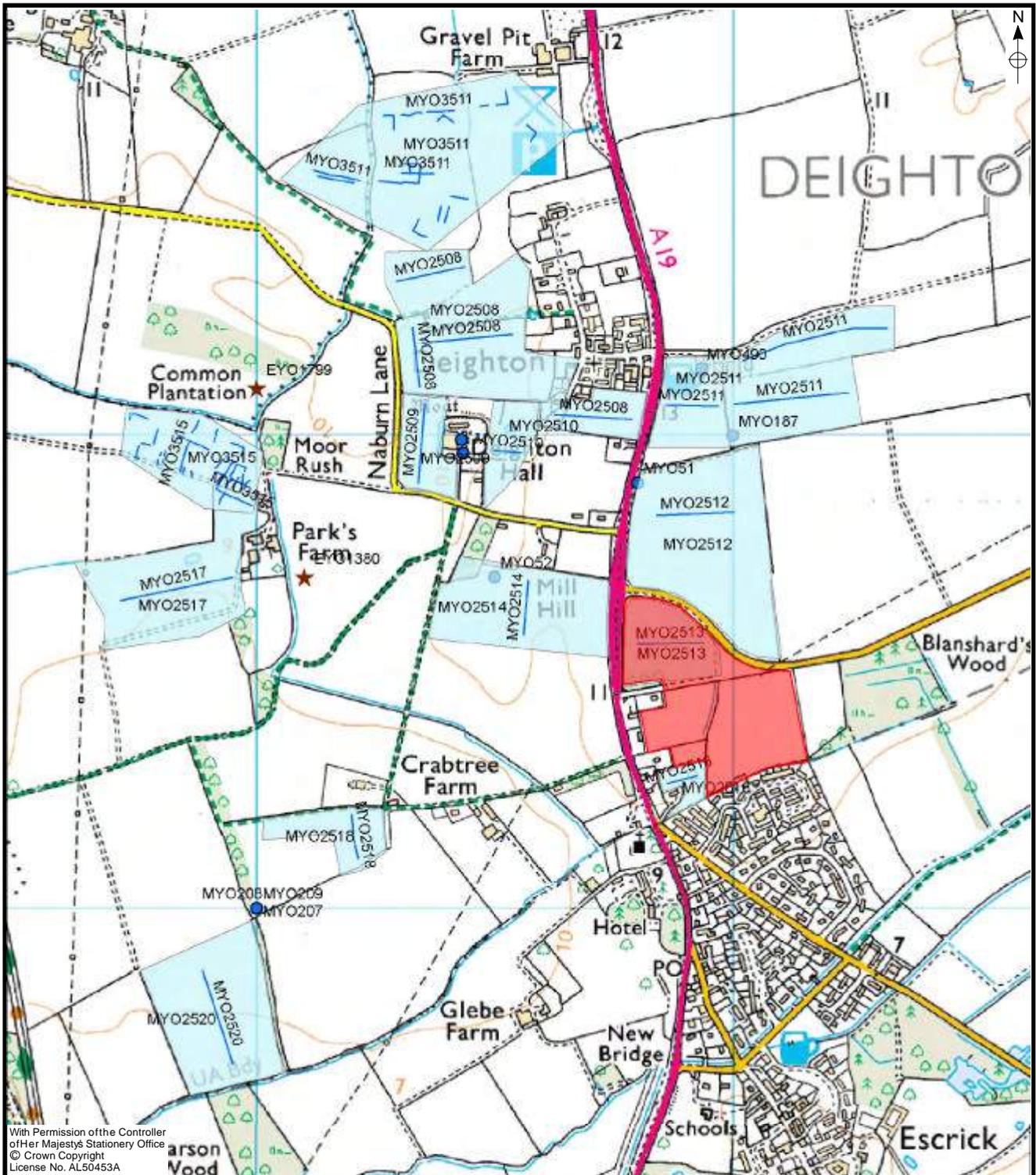
**SITE:** Land to the North of Escrick and East of A19, Escrick, York.

**FIGURE:** 3.

**Scale:** 1:12,500

**CLIENT:** Linden Homes

**DRAWN BY:** KCH



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**TITLE:** Non-designated Heritage Assets.

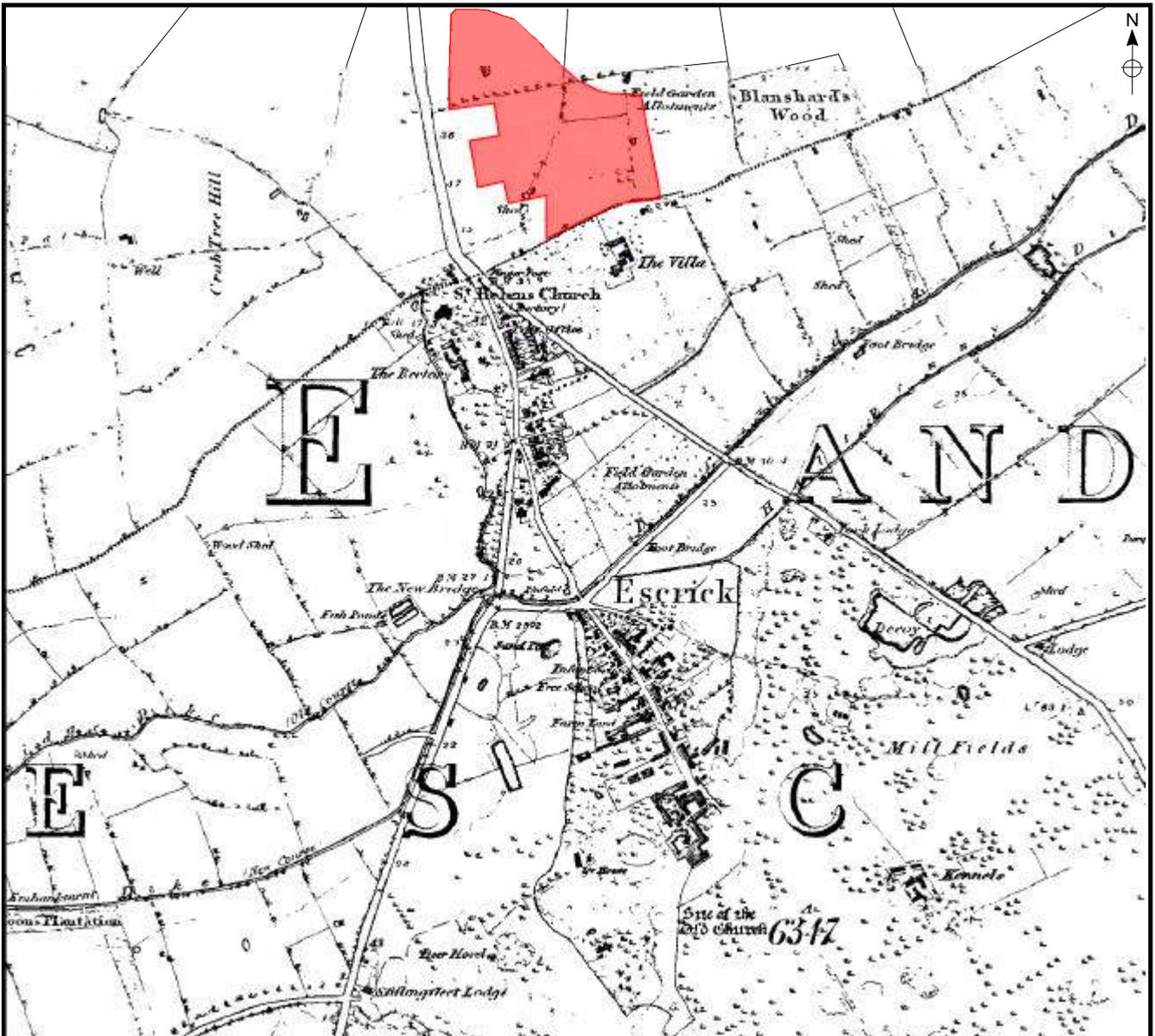
**SITE:** Land of North of Escrick and East of A19, Escrick, York.

**FIGURE:** 4.

**Scale:** 1:12,500

**CLIENT:** Linden Homes

**DRAWN BY:** KCH



**TITLE:** Extract from the 1851 First Edition Ordnance Survey Map.

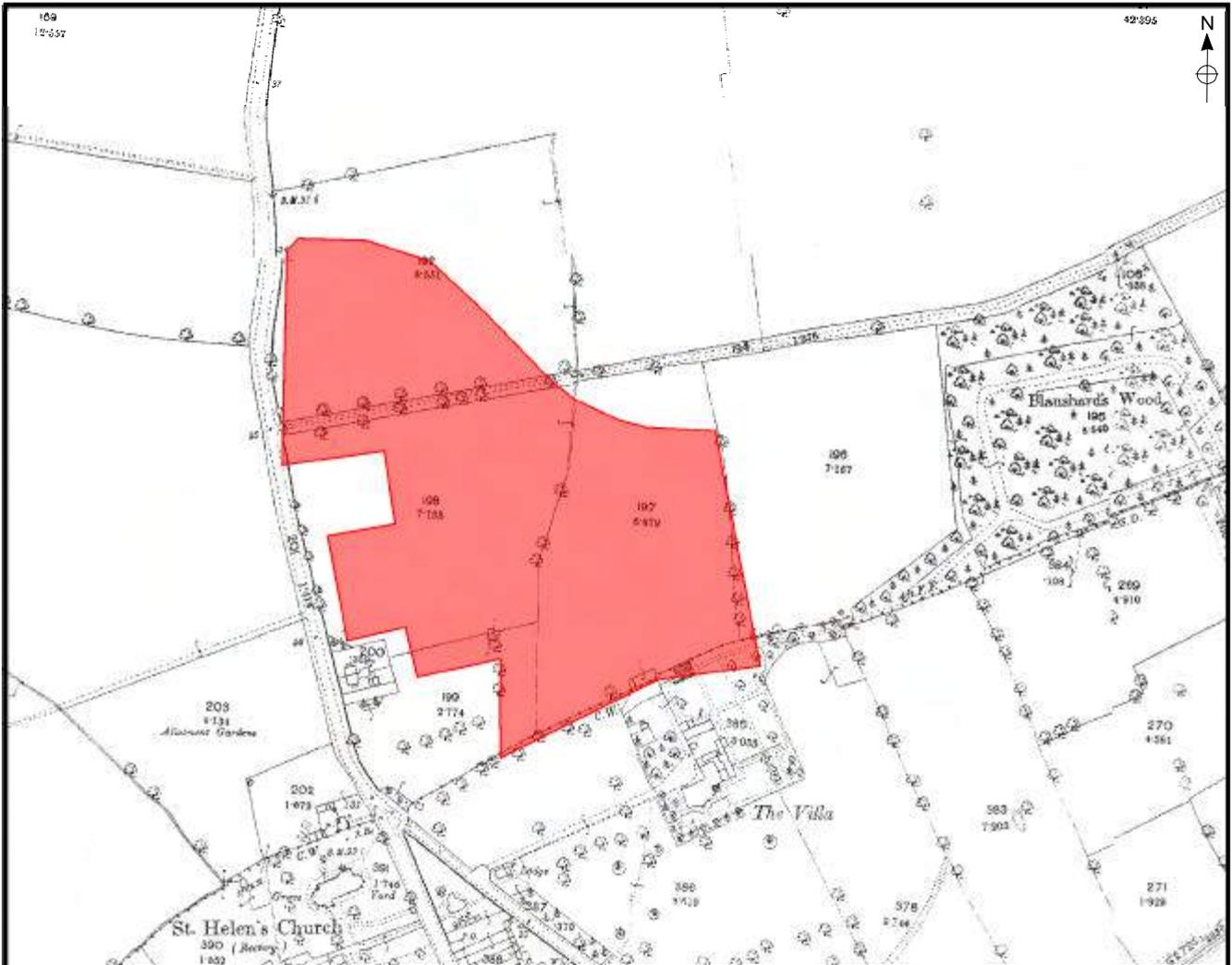
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**FIGURE:** 00.

**Scale:** 1:10,560

**CLIENT:** Linden Homes

**DRAWN BY:** KCH



**TITLE:** Extract from the 1892 First Edition Ordnance Survey Map.

**SITE:** Land of North of Escrick and East of A19, Escrick, York.

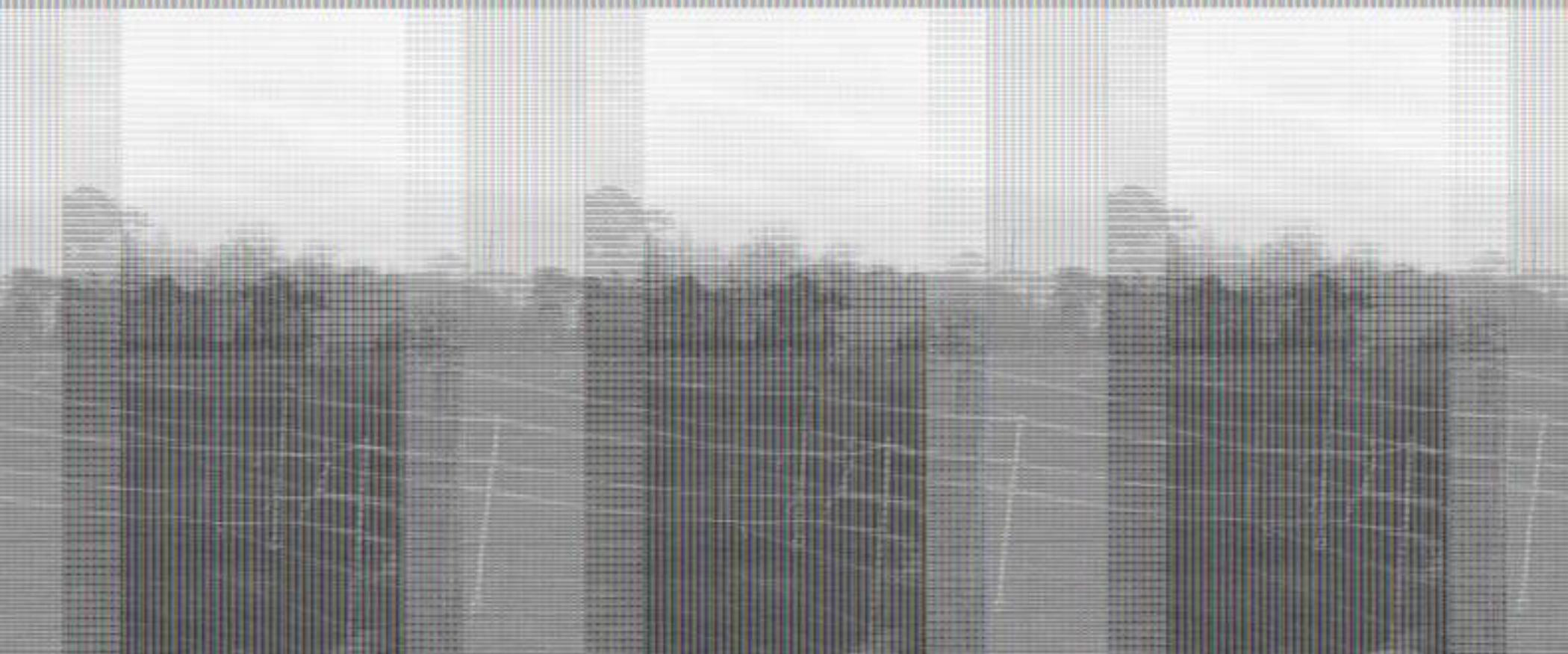
**FIGURE:** 6.

**Scale:** 1:5,000

**CLIENT:** Linden Homes

**DRAWN BY:** KCH











**PHASE**  
SITE INVESTIGATIONS

**Land north of Escrick and east of the  
A19, Escrick, York**

**Archaeological geophysical survey**

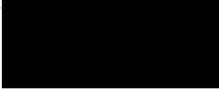
**Project No. ARC/1182/421**

**January 2014**

# Land north of Escrick and east of the A19, Escrick, York

## Archaeological geophysical survey

Project No. ARC/1182/421

Report prepared by		Report checked by	
Name	Mark Whittingham BSc MA	Name	Nicola Fairs BSc MSc DIC CGeol FGS
Signature		Signature	
Date	23/01/14	Date	23/01/14

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## 1. SUMMARY

Phase Site Investigations Ltd was commissioned to carry out a magnetic gradient survey at land north of Escrick and east of the A19 Escrick, York. The aim of the survey was to help establish the presence / absence, extent, character, relationships and date (as far as circumstances and the inherent limitations of the technique permit) of archaeological features within the survey area.

The survey was undertaken using a combination of the Phase Site Investigations Ltd multi-sensor array cart system (MACS) and a Bartington Grad 601-2 gradiometer. The MACS comprises 6 Foerster 4.032 Ferex CON 650 gradiometers with a control unit and data logger. The MACS data was collected on profiles spaced 0.5 m apart with readings taken at between 0.1 and 0.15 m intervals. The Bartington component was collected at 1 m by 0.25 m intervals over a series of 30 m grids.

The majority of the anomalies identified by this survey are thought to relate to agricultural practice / features, modern material / objects or geological / pedological variations.

There are a significant number of anomalies present whose cause cannot be determined. Many of these anomalies are linear and may be suggestive of field drains or agricultural features / regimes. However, there are also suggestions of returns or regular patterns to some of the anomalies that could indicate an archaeological origin. It is also possible that some of the anomalies are the product of several intersecting anomalies, which are modern in origin, which coincidentally appear to form regular patterns or shapes.

Part of the difficulty in interpreting the cause of the anomalies is that generally they are quite weak. It is worth noting that the responses associated with modern ploughing are relatively weak which may indicate that the soil has a relatively low magnetic susceptibility. This could mean that if infilled archaeological features are present that they would also produce relatively weak responses. It also means that many modern features would also produce relatively weak responses and so it is difficult to try and discriminate between the two.

In summary, there is no clear evidence for archaeological activity within the site but there are a number of anomalies of uncertain origin. Many of these are probably associated with drainage or agricultural features but there is a possibility that some could be caused by archaeological features.

## 2. INTRODUCTION

### 2.1 Overview

Phase Site Investigations Ltd was commissioned by Ms Sophie Coy of MAP Archaeological Practice Ltd to carry out an archaeological geophysical survey at land north of Escrick and east of the A19 Escrick, York utilising magnetic gradiometers.

The aim of the survey was to help establish the presence / absence, extent, character, relationships and date (as far as circumstances and the inherent limitations of the technique permit) of archaeological features within the survey area.

The location of the site is shown in drawing ARC\_1182\_421\_01.

### 2.2 Site description

The site is situated just to the north of Escrick, North Yorkshire (centred at NGR SE 629 434).

The site is approximately 9.7 ha in area and encompasses three fields, an area of dense vegetation and trees and an access road / track. Each field has been given a number as shown in drawing ARC\_1182\_421\_02.

Field 1 contained an immature arable crop. The field was relatively level with an area of slightly higher ground in the centre of the field. The field was bounded by fencing and hedgerows.

Field 2 contained an immature arable crop. The field was relatively level and was bounded by a mix of fencing, hedgerows, ditches and walls.

Field 3 was a relatively level pasture field and was bounded by a mix of fencing and walls.

The geology of the site consists of Sherwood Sandstone Group overlain by superficial sand and gravel deposits (British Geological Survey, 2014).

### 2.3 Archaeological background

An archaeological desk-based assessment prepared by MAP Archaeological Practice Ltd (2013) has assessed the known heritage assets within the vicinity of the site and the site itself. It concludes that,

*“There is one non-designated asset within the Proposed Development Area – an undated, broad ridge and furrow. The site lies in a predominant landscape of prehistoric and Romano-British cropmarks. To the north-east of the site, at Naburn, there is a complex network of Iron Age and Romano-British enclosures and trackways and these appear to continue south-eastwards towards Escrick, although becoming more fragmentary. Such cropmarks have been mapped in fields immediately north and west of the Proposed Development Area.*

*It is unlikely that any national important archaeological remains are located on the site to prevent development but further archaeological evaluation will be required in order that an appropriate mitigation can be proposed”*

## 2.4 Scope of work

The survey area was specified by the client based on a proposed development boundary.

Due to the presence of dense vegetation and an access road / track the area accessible for survey was reduced to approximately 9.2 ha. The extent of the areas covered by the magnetic gradient survey area shown in drawing ARC\_1182\_421 \_02.

No problems were encountered during the survey which was carried out between 07 January and 10 January 2014.

### 3. SURVEY METHODOLOGY

#### 3.1 Magnetic survey

The survey was undertaken using a combination of a Bartington Grad601-02 magnetic gradiometer and a Phase Site Investigations Ltd multi-sensor array cart system (MACS).

##### Bartington

Fields 1 and 2 were surveyed using a Bartington Grad601-02 magnetic gradiometer. The instrument was balanced and 'zeroed' on site in a magnetically uniform area at the start of each days survey. The instrument was regularly checked for instrument drift during the course of each day and rebalanced as required.

The data was collected over a series of 30 m by 30 m survey grids. All data was collected at 0.25 m intervals over profiles spaced 1 m apart and stored in the instrument for download at the end of the day.

Major grid points on the survey areas were established using a Sokkia GRX-1 VRS RTK GNSS direct to the Ordnance Survey national grid system, to an accuracy better than 0.03 m.

Bamboo canes or tent pegs were used to mark the grid points. Intermediate grid points were established using tape measures and the position of each profile was established by stringing either a pre-marked rope or a 100 m tape measure between grid points. Bamboo canes were then used to mark profiles and the operator walked between these at a constant pace.

The location of the survey grids was recorded directly to Ordnance Survey national grid co-ordinates using the UK OSTN02 projection to an accuracy better than 0.03 m. As the survey was related direct to Ordnance Survey national grid co-ordinates temporary survey stations were not established.

##### MACS

Field 3 was surveyed with the MACS utilising 6 Foerster 4.032 Ferex CON 650 gradiometers with a control unit and data logger. The Foerster gradiometers do not require balancing as each sensor is automatically 'zeroed' using the control unit software.

The MACS utilises a VRS RTK GNSS system which means that survey grids do not have to be established. Instead an area is surveyed over a series of continuous profiles and the position of each data point is recorded using an VRS RTK GNSS system. The sensors have a separation of 0.5 m which means that data was collected on profiles spaced at 0.5 m apart. Readings were taken at between 0.1 and 0.15 m intervals.

Data is collected on zig-zag profiles along the full length or width of a field, although fields can be sub-divided if they are particularly large. Marker canes are set-out along field boundaries at set intervals and these are used to align the profiles. The survey profiles are usually offset from field boundaries, buildings and other metallic features by several metres to reduce the detrimental effect that these surface magnetic features have on the data. The location of the MACS data is converted direct to Ordnance Survey co-ordinates using the UK OSTN02 projection.

The location of the survey grids was recorded directly to Ordnance Survey national grid co-ordinates using the UK OSTN02 projection to an accuracy better than 0.03 m. As the survey

was related direct to Ordnance Survey national grid co-ordinates temporary survey stations were not established.

### 3.2 Data processing and presentation

The Bartington gradiometer data was downloaded and gridded using Archaeosurveyor v 1.5.13. Where required, the data were minimally processed or improved to remove errors caused by instrument drift and / or collection errors (See Appendix 1.5).

The MACS data was stored direct to a laptop using in-house software which automatically corrects for instrument drift. A positional value is assigned to each data point based on the sensor number and recorded GPS co-ordinates. No additional data processing is required and the data is gridded in Surfer 9 (Golden Software) using the Kriging option.

The data was exported as raster images (PNG files) and are presented in greyscale format with accompanying interpretations at a scale of 1:1500. All greyscale plots were clipped at -3 nT to 3 nT. Greyscale plots have been 'smoothed' using a visual interpolation but the data itself has not been interpolated.

The data has been displayed relative to a digital Ordnance Survey base plan. The base plan was in the National Grid co-ordinate system and as the survey grids were set-out directly to national grid co-ordinates the data could be simply superimposed onto the base plan in the correct position.

X-Y trace plots were examined for all of the data and overlain onto the greyscale plot to assist in the interpretation, primarily to help identify dipolar responses that will probably be associated with surface / near-surface iron objects. However, X-Y trace plots have not been presented here as they do not show any additional anomalies that are not visible in the greyscale data. A digital drawing showing the X-Y trace plot overlain on the greyscale plot is provided in the digital archive.

All isolated responses have been assessed using a combination of greyscale and X-Y trace plots. Only the stronger responses, or those that could have archaeological potential, have been shown on the interpretation.

Anomalies associated with agricultural practices are present in the data but each individual anomaly has not been shown on the interpretation. Instead the general orientation of the ploughing or drainage is indicated.

The data was examined over several different ranges during the interpretation to ensure that the maximum information possible was obtained from the data.

The anomalies have been categorised based on the type of response that they exhibit and an interpretation as to the cause(s) or possible cause(s) of each anomaly type is also provided.

A general discussion of the anomalies is provided for the entire site and then anomalies of potential interest are discussed.

***The geophysical interpretation drawing must be used in conjunction with the relevant results section and appendices of this report.***

## 4. RESULTS

### 4.1 General

The data quality across the majority of the survey area is good allowing the data to be viewed at a narrow range of readings to better identify weak anomalies. There are several areas that have a more disturbed magnetic background but this is due to the presence of modern magnetic material, rather than low data quality.

The categories of anomaly, and their possible causes, which have been identified by the survey are discussed in detail below. Anomalies of potential interest are then discussed.

The responses associated with modern ploughing are relatively weak which may indicate that the soil has a relatively low magnetic susceptibility. This could mean that if infilled archaeological features are present that they would also produce relatively weak responses.

### 4.2 Dipolar responses

Dipolar responses are those that have a sharp variation between strongly positive and negative components. In the majority of cases dipolar responses are usually caused by modern ferrous features / objects, although fired material (such as brick), some ferrous or industrial archaeological features and strongly magnetic gravel could also produce dipolar responses. The majority of the dipolar responses at this site are believed to be modern in origin but should archaeological features be present then the archaeological potential of dipolar responses located in proximity to any such features could increase.

There are numerous **isolated dipolar responses** (iron spikes) across the survey area that are indicative of ferrous or fired material on or near to the surface. The isolated responses are often caused by small objects, such as spent shotgun cartridges, iron nails and horseshoes or pieces of modern brick or pot. Archaeological artefacts can also produce this type of response but unless there is strong supporting evidence to the contrary they are assumed not to be of archaeological significance. This type of anomaly has only been shown on the interpretation where they are located in proximity to positive linear anomalies of uncertain origin as, at this site, these are considered to have the greatest archaeological potential.

There are several areas containing strong or numerous dipolar responses (**magnetic disturbance**). This type of anomaly is usually caused by concentrations of ferrous or fired material and are often found adjacent to field boundaries where such material tends to accumulate. If an area of magnetic disturbance is located away from existing field boundaries then it could indicate a former field boundary, several large isolated objects in close proximity, an area where modern material has been tipped or an infilled cut feature, such as a quarry pit. Areas of dipolar response can occasionally be caused by features / material associated with archaeological industrial activity but they are usually caused by modern activity. Responses in areas of magnetic disturbance can sometimes be so strong that archaeological features located beneath them may not be detected.

Above ground metallic or strongly magnetic features, such as fences, gates, pylons and buildings can produce very strong dipolar responses. The strength of magnetic response from these features is such that any sub-surface features located in their vicinity may not be detected.

There are two linear anomalies that contain dipolar responses (categorised as **dipolar linear**). These are probably caused by either buried drainage pipes or infilled former field boundaries.

There are several areas where very strong responses, from modern features, dominate the data for a significant distance beyond the feature. The extent of these areas have been shown as a **limit of very strong response**. It is possible much of the area encompassed by these anomalies may not actually contain a modern feature or disturbed ground but it should be recognised that archaeological features located within these areas will not have been detected.

#### 4.3 Negative linear anomalies

There is one **linear negative anomaly** present in the data. This type of anomaly occurs when a feature has lower magnetic readings than the surrounding material. The anomaly appears to form a continuation of a dipolar linear anomaly and is probably associated with a drainage feature, or possibly a former field boundary.

#### 4.4 Linear / curvi-linear anomalies (probable agricultural)

The survey area contains a series of **weak, broadly parallel positive linear** anomalies that are probably associated with former ploughing regimes. There are also several series of weak parallel responses that are associated with probable or possible field drain systems. The approximate orientation of these anomalies have been shown on the interpretation drawing to indicate the direction of the feature but for the sake of clarity individual anomalies have not been shown.

#### 4.5 Linear / curvi-linear trends

There are a number of linear and curvi-linear responses that are weak, irregular or discontinuous. These anomalies have been categorised as **trends** as it is not certain what their cause is or even if they are associated with definite features.

Many of the trends appear to be continuations of stronger positive anomalies that have become weaker or more diffuse. In these cases it is not known if a sub-surface feature has become truncated or if there is a greater depth of soil cover above it.

#### 4.6 Isolated positive or enhanced responses

**Isolated positive or enhanced responses** can occur if the magnetism of a feature, area or material has been enhanced or if a feature is naturally more magnetic than the surrounding material. It is often difficult to determine which of these factors causes any given responses and so the origin of this type of anomaly can be difficult to determine. They can have a variety of causes including geological variations, infilled archaeological features, areas of burning (including hearths), industrial archaeological features such as kilns or deeper buried ferrous material and modern fired material.

The large number of isolated responses and lack of an obvious pattern to their distribution suggests that the majority of these anomalies are probably associated with geological / pedological variations. Larger or stronger areas of positive response have been shown on the interpretation as have those isolated responses located in close proximity to positive linear anomalies of uncertain origin as, at this site, these are considered to have the greatest archaeological potential. Although the majority of these anomalies are probably associated with geological / pedological variations.

#### 4.7 Positive or enhanced linear / curvi-linear anomalies

Positive magnetic anomalies indicate an increase in magnetism and if the resulting anomaly is linear or curvi-linear then this can indicate the presence of a man-made feature. **Positive or enhanced linear / curvi-linear** anomalies can be associated with agricultural activity but they can also be caused by ditches that are infilled with magnetically enhanced material and as such can indicate the presence of archaeological features.

There are a number of relatively weak positive linear / curvi-linear anomalies present in the data. Many of these are very straight, which could indicate that they are caused by relatively modern features, such as field drains. Some of the anomalies appear to have returns or be associated with other anomalies and as such could be caused by archaeological features. However, there is no clear pattern to many of the responses that would help provide a more reliable interpretation. Some of the apparent returns or regular shapes could be caused by two different sets of anomalies, such as field drains or agricultural features, interesting each other to produce the effect of a regular feature.

#### 4.8 Anomalies of interest

There are a number of anomalies which stand out, either because they form clear archaeological features or because their cause is uncertain. These are described in more detail below.

**Anomalies A** are intersecting positive linear responses. The linearity of these anomalies suggests a modern origin and there are suggestions that a series of probable field drains to the north may terminate near one of the anomalies. It is reasonable to assume that the anomalies are also associated with drainage features but this cannot be confirmed with certainty.

**Anomaly B** is a relatively large area of positive / enhanced responses with several smaller adjacent isolated positive responses. The anomaly does not have the typical dipolar responses of an infilled feature, such as a pond or small quarry, or a modern demolished structure. It is more suggestive of an area of burning or an area that is filled with a relatively homogenous material, which is relatively strongly magnetic. It is possible that the feature contains a concentration of fired material, such as brick or ceramic, but there does not appear to be significant amounts of ferrous material. The age and function of the feature cannot be determined with any certainty.

There are a number of weak trends in Field 2 which appear to form regular shapes or patterns and which could therefore be anthropogenic in origin. However, the anomalies are too weak to reliably interpret and they could be caused by interesting or crossing weak agricultural anomalies. **Anomaly C** is broadly sub-circular and **Anomalies D** appear to form a sub-rectangular pattern. It is possible that these are not associated with real sub-surface features but the possibility of archaeological features being present which only produce very weak magnetic responses cannot be completely discounted.

**Anomaly E** comprises several positive linear and curvi-linear anomalies. In places these responses are relatively clear, which suggests that they are caused by a sub-surface feature. There are several trends that may indicate continuations of the sub-surface features. Where the trends are present this could indicate the feature has been truncated to a greater extent or there may be an increase in soil cover. The cause of these anomalies is not certain. There is a suggestion of a return, which could indicate that the anomalies are associated with an

archaeological feature but it is also possible that the anomalies are associated with different features and so may be modern in origin.

**Anomaly F** is a weak positive linear response. The linearity suggests a modern origin but there are numerous other anomalies in the vicinity of uncertain origin. An archaeological origin cannot be completely ruled out.

**Anomalies G** consist of two, intermittent broadly parallel linear anomalies. These could be associated with agricultural or drainage features. However there is insufficient evidence to determine the cause of the responses with certainty and there is a possibility that the anomalies are associated with archaeological features.

**Anomaly H** is a relatively strong fragmented positive anomaly. The response is on a similar alignment to possible drainage features to the east and could be relatively modern in origin. However, there are other anomalies to the south-east that are of uncertain origin, notably **Anomaly I**, and which could be associated with archaeological features. Anomaly I appears to form a sub-rectangular shape and could indicate the presence of a small archaeological enclosure. If this is the case then Anomaly H and several other adjacent positive responses could also be archaeological in origin. However at least one side of Anomaly I may be formed by a response on the same alignment as the possible drainage features. It is possible therefore that Anomaly I is a product of several different anomalies, some or all of which may be modern in origin, that coincidentally appear to form a sub-rectangular shape.

## 5. DISCUSSION AND CONCLUSIONS

The majority of the anomalies identified by this survey are thought to relate to agricultural practice / features, modern material / objects or geological / pedological variations.

There are several areas where very strong responses or magnetic disturbance from modern features dominate the surrounding data. It should be recognised that the strength of the strong responses could mask anomalies from other sub-surface features in the area.

There are a significant number of anomalies present whose cause cannot be determined. Many of these anomalies are linear and may be suggestive of field drains or agricultural features / regimes. However, there are also suggestions of returns or regular patterns to some of the anomalies that could indicate an archaeological origin. It is also possible that some of the anomalies are the product of several intersecting anomalies, which are modern in origin, which coincidentally appear to form regular patterns or shapes.

Part of the difficulty in interpreting the cause of the anomalies is that generally they are quite weak. It is worth noting that the responses associated with modern ploughing are relatively weak which may indicate that the soil has a relatively low magnetic susceptibility. This could mean that if infilled archaeological features are present that they would also produce relatively weak responses. It also means that many modern features would also produce relatively weak responses and so it is difficult to try and discriminate between the two.

In summary, there are known archaeological features in the vicinity of the site but there is no clear evidence from the magnetic survey for archaeological activity within the site. There are a number of anomalies of uncertain origin. Many of these are probably associated with drainage or agricultural features but there is a possibility that some could be caused by archaeological features.

***It should be noted that a geophysical survey does not directly locate sub-surface features - it identifies variations or anomalies in the background response caused by features. The interpretation of geophysical anomalies is often subjective and it is rarely possible to identify the cause of all such anomalies. Not all features will produce a measurable anomaly and the effectiveness of a geophysical survey is also dependant on the site-specific conditions. The main factors that may limit whether a feature can be detected are the composition of a feature, its depth and size and the surrounding material. It is not possible to guarantee that a geophysical survey will identify all sub-surface features. Confirmation on the identification of anomalies and the presence or absence of sub-surface features can only be achieved by intrusive investigation.***



## **BIBLIOGRAPHY AND REFERENCES**

MAP Archaeological Practice Ltd, 2013, Land to the north of Escrick and east of A19 Escrick, York, Desk Based Assessment

British Geological Survey, 2014, online resource - [www.bgs.ac.uk](http://www.bgs.ac.uk)

## APPENDIX 1

### Magnetic survey: technical information

#### 1.1 Theoretical background

- 1.1.1 Magnetic instruments measure the value of the Earth's magnetic field; the units of which are nanoTeslas (nT). The presence of surface and sub-surface features can cause variations or anomalies in this magnetic field. The strength of the anomaly is dependent on the magnetic properties of a feature and the material that surrounds it. The two magnetic properties that are of most interest are magnetic susceptibility and thermoremanent magnetism.
- 1.1.2 Magnetic susceptibility indicates the amount of ferrous (iron) minerals that are present. These can be redistributed or changed (enhanced) by human activity. If enhanced material subsequently fills in features such as pits or ditches then these can produce localised increases in magnetic responses (anomalies) which can be detected by a magnetic gradiometer even when the features are buried under additional soil cover.
- 1.1.3 In general, it is the contrast between the magnetic susceptibility of deposits filling cut features, such as ditches or pits, and the magnetic susceptibility of topsoils, subsoils and rocks into which these features have been cut which causes the most recognisable responses. This is primarily because there is a tendency for magnetic ferrous compounds to become concentrated in the topsoil, thereby making it more magnetic than the subsoil or the bedrock. Linear features cut into the subsoil or geology, such as ditches, that have been silted up or have been backfilled with topsoil will therefore usually produce a positive magnetic response relative to the background soil levels. Discrete feature, such as pits, can also be detected. Less magnetic material such as masonry or plastic service pipes which intrude into the topsoil may give a negative magnetic response relative to the background level. The strength of magnetic responses that a feature will produce will depend on the background magnetic susceptibility, how rapidly the feature has been infilled, the level and type of human activity in the area and the size and depth of a feature. Not all infilled features can be detected and natural variations can also produce localised positive and negative anomalies.
- 1.1.4 Thermoremanent magnetism indicates the amount of magnetism inherent in an object as a result of heating. Material that has been heated to a high temperature (fired), such as brick, can acquire strong magnetic properties and so although they may not appear to have a high iron content they can produce strong magnetic anomalies
- 1.1.5 The magnetic survey method is highly sensitive to interference from surface and near-surface magnetic 'contaminants'. Surface features such as metallic fencing, reinforced concrete, buildings or walls all have very strong magnetic signatures that can dominate readings collected adjacent to them. Identification of anomalies caused by sub-surface features is therefore more difficult, or even impossible, in the vicinity of surface magnetic features. The presence of made ground also has a detrimental effect on the magnetic data quality as this usually contains magnetic material in the form of metallic scrap and brick. Identification of features beneath made ground is still possible if the target feature is reasonably large and has a strong magnetic response but smaller features or magnetically weak features are unlikely to be identified.
- 1.1.6 The interpretation of magnetic anomalies is often subjective and it is rarely possible to identify the cause of all magnetic anomalies. Not all features will produce a measurable magnetic response and the effectiveness of a magnetic survey is also dependant on the site-specific conditions. The main factors that may limit whether a feature can be detected are the

composition of a feature, its depth and size and the surrounding material. It is not possible to guarantee that a magnetic survey will identify all sub-surface features.

- 1.1.7 Most high resolution, near surface magnetic surveys utilise a magnetic gradiometer. A gradiometer is a hand-held instrument that consists of two magnetic sensors, one positioned directly above the other, which allows measurement of the magnetic gradient component of the magnetic field. A gradiometer configuration eliminates the need for applying corrections due to natural variations in the overall field strength that occur during the course of a day but it only measures relative variations in the local magnetic field and so comparison of absolute values between sites is not possible.
- 1.1.8 Features that are commonly located using magnetic surveys include archaeological ditches and pits, buried structures or foundations, mineshafts, unexploded ordnance, metallic pipes and cables, buried piles and pile caps. The technique can also be used for geological mapping; particularly the location of igneous intrusions.

## **1.2 Instrumentation**

- 1.2.1. A Bartington Grad601-2 magnetic gradiometer was used to survey some of the areas survey. The Bartington Grad601-2 is a dual sensor instrument, incorporating two Grad-01-1000 gradiometers set at a distance of 1 m apart.
- 1.2.2. A multi-sensor array cart system (MACS) utilising 6 Foerster 4.032 Ferex CON 650 gradiometers, spaced at 0.5 m intervals, with a control unit and data logger was used to survey the remaining area.

## **1.3 Survey methodology - Bartington**

- 1.3.1. The Bartington magnetic survey was carried out on a series of regular 30 m grids. Data was collected on zig-zag profiles (walking along a profile and then returning up the adjacent profile in the opposite direction) that were 2 m apart (the dual sensor array means that this equates to 1 m profile intervals). All data was collected at 0.25 m and stored in the instrument for download at the end of the survey.
- 1.3.2. Readings were taken on 100 nT range (0.1 nT sensitivity). The instrument was balanced and 'zeroed' at a base station that was established on site in a magnetically quiet and uniform location. The instrument was checked for electronic and mechanical drift at this base station at regular intervals during the course of the survey.
- 1.3.3. Major grid points on the survey areas were established using a Sokkia GRX-1 VRS RTK GNSS system direct to the Ordnance Survey national grid system, to an accuracy better than 0.03 m.
- 1.3.4. Bamboo canes or tent pegs were used to mark the grid points. Intermediate grid points were established using tape measures and the position of each profile was established by stringing either a pre-marked rope or a 100 m tape measure between grid points. Bamboo canes were then used to mark profiles and the operator walked between these at a constant pace.
- 1.3.5. The location of the survey grids was recorded directly to Ordnance Survey national grid co-ordinates using the UK OSTN02 projection to an accuracy better than 0.03 m. As the survey was related direct to Ordnance Survey national grid co-ordinates temporary survey stations were not established.

## **1.4 Survey methodology - MACS**

- 1.4.1. The MACS utilises an VRS RTK GNSS system which means that survey grids do not have to be established. Instead an area is surveyed over a series of continuous profiles and the

position of each data point is recorded using an VRS RTK GNSS system. The sensors have a separation of 0.5 m which means that data was collected on profiles spaced at 0.5 m apart. Readings were taken at between 0.1 and 0.15 m intervals.

- 1.4.2. Data is collected on zig-zag profiles along the full length or width of a field, although fields can be sub-divided if they are particularly large. Marker canes are set-out along field boundaries at set intervals and these are used to align the profiles. The survey profiles are usually offset from field boundaries, buildings and other metallic features by several metres to reduce the detrimental effect that these surface magnetic features have on the data. The location of the MACS data is converted direct to Ordnance Survey co-ordinates using the UK OSTN02 projection.
- 1.4.3. The location of the survey grids was recorded directly to Ordnance Survey national grid co-ordinates using the UK OSTN02 projection to an accuracy better than 0.03 m. As the survey was related direct to Ordnance Survey national grid co-ordinates temporary survey stations were not established.
- 1.4.4. The Foerster gradiometers have a resolution of 0.2 nT but the stability of the cart system significantly reduces noise caused by instrument tilt and movement when compared with a traditional hand-held gradiometer system and the increased data intervals provide a higher resolution data set. The sensors have a range of  $\pm 10,000$ nT and readings are taken at 0.1 nT resolution.

## 1.5 Data processing, presentation and interpretation

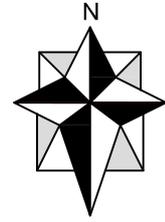
- 1.5.1. The Bartington gradiometer data was downloaded and gridded using Archaeosurveyor v 1.5.13.
- 1.5.2. Where required the Bartington data was destriped and destaggered to remove errors caused by instrument drift and heading errors. This data has been classed as minimally processed data as no other processing steps were used.
- 1.5.3. The following processing schedule was applied to all Bartington data presented within the report.
  - Zero median sensor
  - Destagger (selected grids) - outbound and inbound -1
  - The data presented in the greyscale plots has been 'smoothed' using the Grad. Shade option clipped at -3 nT to 3 nT.
- 1.5.4. The MACS data was stored automatically to a laptop using in-house software which automatically corrects for instrument drift. A positional value is assigned to each data point based on the sensor number and recorded GPS co-ordinates. No additional data processing is required and the data is gridded in Surfer 9 (Golden Software) using the Kriging option.
- 1.5.5. The data was exported as raster images (PNG files), and are presented in greyscale format at 1:1500.
- 1.5.6. The data has been displayed relative to a digital Ordnance Survey base plan. The base plan was in the National Grid co-ordinate system and as the survey grids were set-out directly to national grid co-ordinates the data could be simply superimposed onto the base plan in the correct position.
- 1.5.7. The anomalies have been categorised based on the type of response that they have and an interpretation as to the cause(s) or possible cause(s) of each anomaly type is also provided.

- 1.5.8. Several different ranges of data were used in the interpretation to ensure that the maximum information possible is obtained from the data.
- 1.5.9. X-Y trace plots were examined for all of the data and overlain onto the greyscale plot to assist in the interpretation, primarily to help identify dipolar responses that will probably be associated with surface / near-surface iron objects. X-Y trace plots have not been used in the report as they do not show any additional anomalies that are not visible in the greyscale data. A digital drawing showing the X-Y trace plot overlain on the greyscale plot has been provided in the digital archive.
- 1.5.10. All isolated responses have been assessed using a combination of greyscale and X-Y trace plots. Only the stronger responses or those located in proximity to probable or possible features have been shown on the interpretation.
- 1.5.11. Anomalies associated with agricultural or drainage features are present in the data. The general orientation of these has been shown on the interpretation but each individual anomaly has not been shown.
- 1.5.12. The greyscale plots and the accompanying interpretations of the anomalies identified in the magnetic data are presented as 2D AutoCAD drawings. The interpretation is made based on the type, size, strength and morphology of the anomalies, coupled with the available information on the site conditions. Each type of anomaly is displayed in separate, easily identifiable layers annotated as appropriate.

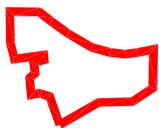
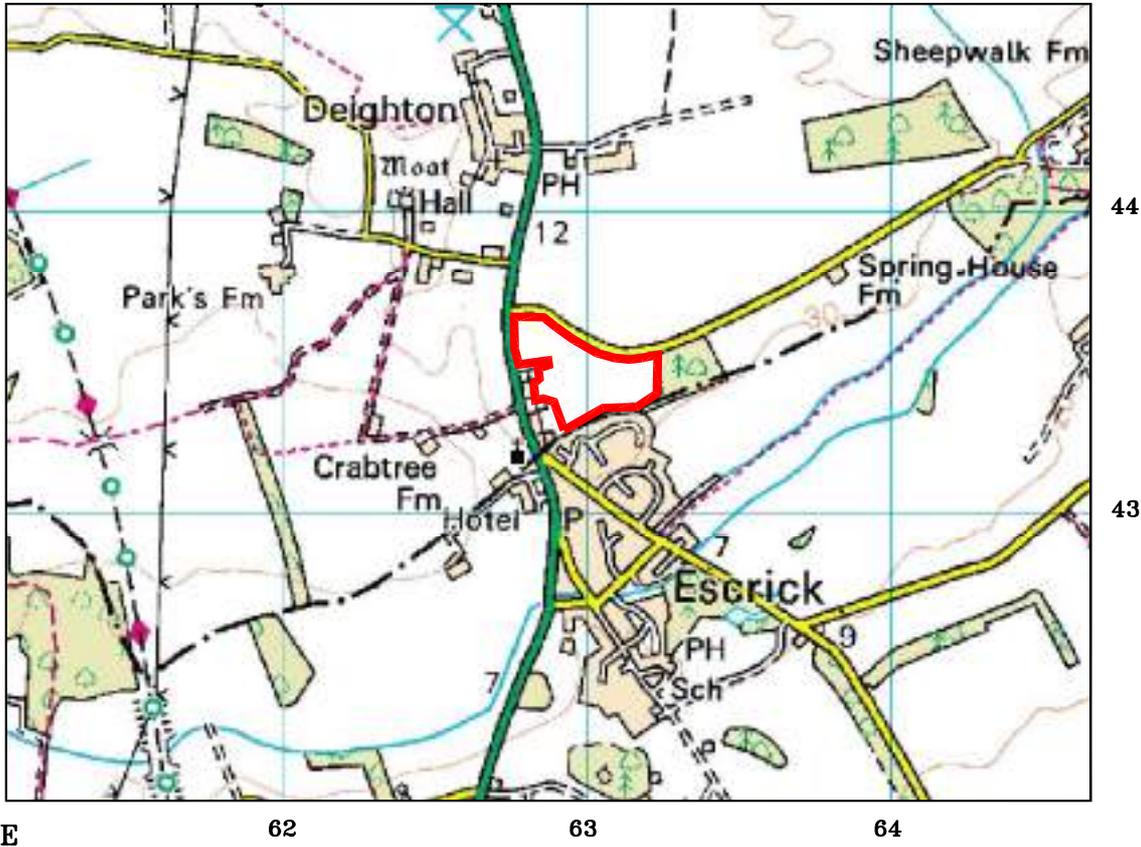
## **1.6 Limitations of magnetic surveys**

- 1.6.1. The magnetic survey method utilising the Bartington requires the operator to walk over the site at a constant walking pace whilst holding the instrument. The MACS requires the operator to work across an area without significantly jolting the sensors. The presence of an uneven ground surface, dense, high or mature vegetation or surface obstructions may mean that some areas cannot be surveyed.
- 1.6.2. The depth at which features can be detected will vary depending on their composition, size, the surrounding material and the type of magnetometer used for the survey. In good conditions large, magnetic targets, such as buried drums or tanks can be located at depths of more than 4 m. Smaller targets, such as buried foundations or archaeological features can be located at depths of between 1 m and 2 m.
- 1.6.3. A magnetic survey is highly sensitive to interference from surface and near-surface magnetic 'contaminants'. Surface features such as metallic fencing, reinforced concrete, buildings or walls all have very strong magnetic signatures that can dominate readings collected adjacent to them. Identification of anomalies caused by sub-surface features is therefore more difficult or even not possible in the vicinity of surface and near-surface magnetic features.
- 1.6.4. The presence of made ground also has a detrimental effect on the magnetic data quality as this usually contains magnetic material in the form of metallic scrap and brick. Identification of features beneath made ground is still possible if the target feature is reasonably large and has a strong magnetic response but smaller features or magnetically weak features are unlikely to be identified.
- 1.6.5. It should be noted that anomalies that are interpreted as modern in origin may be caused by features that are present in the topsoil or upper layers of the subsoil. Removal of soil to an archaeological or natural layer can therefore remove the feature causing the anomaly.

- 1.6.6. A magnetic survey does not directly locate sub-surface features - it identifies variations or anomalies in the local magnetic field caused by features. It can be possible to interpret the cause of anomalies based on the size, shape and strength of response but it should be recognised that a magnetic survey produces a plan of magnetic variations and not a plan of all sub-surface features. Interpretation of the anomalies is often subjective and it is rarely possible to identify the cause of all magnetic anomalies. Geological or pedological (soil) variations or features can produce responses similar to those caused by man-made (anthropogenic) features.
- 1.6.7. Anomalies identified by a magnetic survey are located in plan. It is not usually possible to obtain reliable depth information on the features that cause the anomalies.
- 1.6.8. Not all features will produce a measurable magnetic response and the effectiveness of a magnetic survey is also dependant on the site-specific conditions. It is not possible to guarantee that a magnetic survey will identify all sub-surface features. A magnetic survey is often most-effective at identifying sub-surface features when used in conjunction with other complementary geophysical techniques.



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SITE LOCATION

SCALE



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**PHASE**  
SITE INVESTIGATIONS

Phase Site Investigations Ltd, 703A Whinfield Drive, Aycliffe Business Park, Newton Aycliffe, County Durham, DL5 6AU

T: +44 [0] 01325 311 751  
F: +44 [0] 01325 310 819  
E: enquiries@PhaseSI.com  
W: www.PhaseSI.com

Scale [A4 Sheet]	Drawing	Status
AS SHOWN	ARC_1182_421_01	FINAL
Client MAP ARCHAEOLOGICAL PRACTICE LTD MALTON		
Site LAND NORTH OF ESCRICK AND EAST OF THE A19, ESCRICK, YORK		
Title SITE LOCATION MAP		
Job No ARC_1182_421		
Chk.	NF	Drawn CW
		Date 14/01/2014



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 F: +44 [0] 01325 310 819  
 E: enquiries@PhasesI.com  
 W: www.PhasesI.com

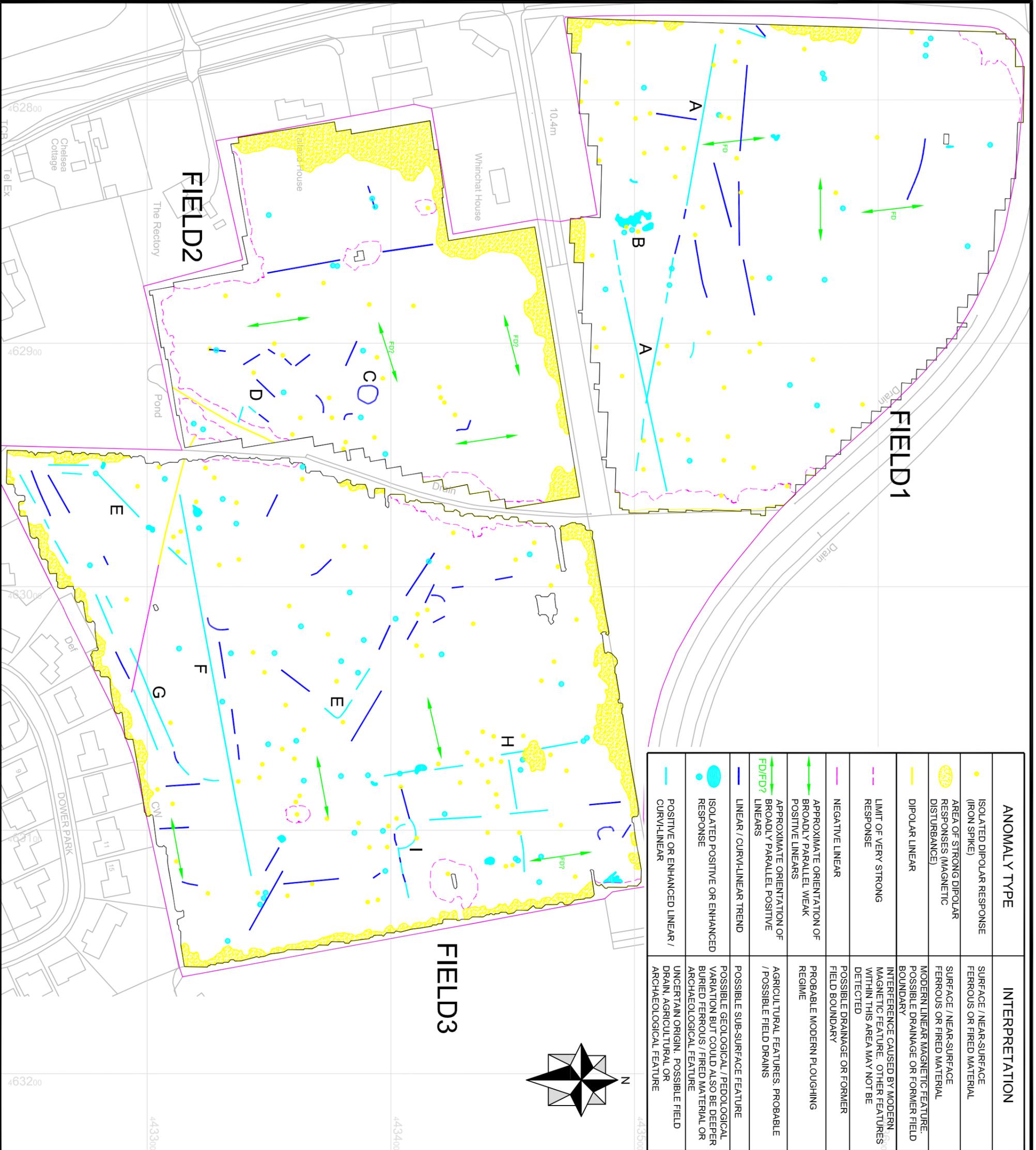
Scale	[A3 Sheet]	Drawing	Status
1:1500	ARC_1182_421_02		FINAL

Client  
 MAP ARCHAEOLOGICAL PRACTICE LTD  
 MALTON

Site  
 LAND NORTH OF ESCRICK AND EAST OF THE A19 ESCRICK, YORK

Title  
 GREYSCALE PLOT OF MAGNETIC GRADIENT DATA

Job No	ARC_1182_421		
Surveyed	SV, KK	Drawn	SV, MW
Chk.	NF	Date	09/01/2014



ANOMALY TYPE	INTERPRETATION
● ISOLATED DIPOLAR RESPONSE (IRON SPIKE)	SURFACE / NEAR-SURFACE FERROUS OR FIRED MATERIAL
● AREA OF STRONG DIPOLAR RESPONSES (MAGNETIC DISTURBANCE)	SURFACE / NEAR-SURFACE FERROUS OR FIRED MATERIAL
— DIPOLAR LINEAR	MODERN LINEAR MAGNETIC FEATURE, POSSIBLE DRAINAGE OR FORMER FIELD BOUNDARY
— LIMIT OF VERY STRONG RESPONSE	INTERFERENCE CAUSED BY MODERN MAGNETIC FEATURE, OTHER FEATURES WITHIN THIS AREA MAY NOT BE DETECTED
— NEGATIVE LINEAR	POSSIBLE DRAINAGE OR FORMER FIELD BOUNDARY
— APPROXIMATE ORIENTATION OF BROADLY PARALLEL WEAK POSITIVE LINEARS	PROBABLE MODERN PLOUGHING REGIME
↔ APPROXIMATE ORIENTATION OF BROADLY PARALLEL POSITIVE FD/FD? LINEARS	AGRICULTURAL FEATURES, PROBABLE / POSSIBLE FIELD DRAINS
— LINEAR / CURVILINEAR TREND	POSSIBLE SUB-SURFACE FEATURE
● ISOLATED POSITIVE OR ENHANCED RESPONSE	POSSIBLE GEOLOGICAL / PEDOLOGICAL VARIATION BUT COULD ALSO BE DEEPER BURIED FERROUS / FIRED MATERIAL OR ARCHAEOLOGICAL FEATURE
— POSITIVE OR ENHANCED LINEAR / CURVILINEAR	UNCERTAIN ORIGIN, POSSIBLE FIELD DRAIN, AGRICULTURAL OR ARCHAEOLOGICAL FEATURE

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Phase Site Investigations Ltd, 703A Whinfield Drive, Aycliffe Business Park, Newton Aycliffe, County Durham, DL5 6AU

T: +44 [0] 01325 311 751  
 F: +44 [0] 01325 310 819  
 E: enquiries@PhasesI.com  
 W: www.PhasesI.com

Scale 1:1500 [A3 Sheet] Drawing ARC\_1182\_421\_03 Status FINAL

Client MAP ARCHAEOLOGICAL PRACTICE LTD MALTON

Site LAND NORTH OF ESCRICK AND EAST OF THE A19 ESCRICK, YORK

Title INTERPRETATION OF MAGNETIC GRADIENT DATA

Job No	ARC_1182_421
Surveyed	SV, KK
Drawn	SV, MW
Chk.	NF
Date	09/01/2014



# Land to the North of Escrick Skipwith Road/A19 Junction Improvement Scheme

Technical Note

May 2014

LAND TO THE NORTH OF ESCRICK

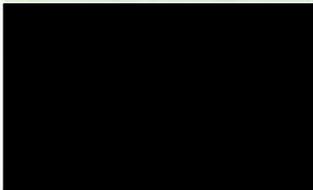
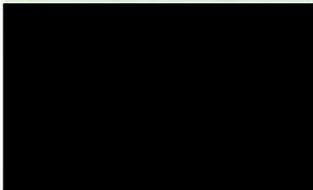
**TECHNICAL NOTE  
SKIPWITH ROAD/A19 JUNCTION  
IMPROVEMENT SCHEME**

Bryan G Hall  
Consulting Civil & Transportation Planning Engineers  
Suite E8, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

Ref: 13-431-002.02

May 2014

Report Reference No: 13-431-002.02

	Name	Signed	Date
Report prepared by	Martin Crabtree		27/05/14
Report checked by	 David Bell		27/05/14

BRYAN G HALL

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## APPENDICES

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<b>Appendix BGH2</b>	Accident Data Area
<b>Appendix BGH3</b>	Raw Accident Data
<b>Appendix BGH4</b>	Option 1 – Signalised crossing
<b>Appendix BGH5</b>	Option 2 – Fully signalised junction
<b>Appendix BGH6</b>	LINSIG Output

## 1.0 Introduction

- 1.1 This Technical Note has been produced in connection with the site known as “Land to the North of Escrick”; its location is shown at **Appendix BGH1**. The site is proposed to be allocated in the emerging York City Local Plan for residential use.
- 1.2 This Technical Note identifies a possible improvement scheme on the A19 York Road that could be delivered as part of the above development. The scheme is located at the Skipwith Road / A19 York Road junction and is designed to improve pedestrian facilities across the A19 York Road and also to increase the capacity for vehicles exiting Skipwith Road onto A19 York Road particularly for right turners.

## 2.0 Existing Conditions

- 2.1 The A19 York Road is the principal route between York and Selby. The speed limit through Escrick village is 40 mph.
- 2.2 The A19 York Road through Escrick has footways either side of varying width. Part of the footway on the west side of the A19 York Road stops in the vicinity of the northbound bus stop (adjacent to the Parsonage). Approximately 50 metres to the north of this point is a pedestrian refuge across the A19 associated with the right turn ghost island for the junction with Skipwith Road.
- 2.3 Footways on the east side of the A19 York Road continue through the village and along the A19 York Road.
- 2.4 Through Escrick there are three junctions, including (travelling south) the right turn ghost island with Skipwith Road, there is a priority T-junction with Main Street and a further right turn Ghost Island to the south with Carr Lane.
- 2.5 A19 York Road is a bus route with services 415 and 416 from Selby to York. There are existing bus stops on A19 York Road to the south of the Skipwith Road / A19 York Road junction in the vicinity of the exit from the Parsonage Hotel.
- 2.6 In order to determine the AM and PM peak operation of the Skipwith Road / A19 York Road junction, a fully classified traffic survey was undertaken on Thursday 15<sup>th</sup> May 2014 between the hours of 08:00-09:00 and 17:00-18:00. The surveys also included queue length surveys and pedestrian movements were also recorded.
- 2.7 A total of 1267 vehicle movements travel through the junction in the AM peak and a total of 1248 vehicle movements in the PM peak. The majority of flows 993 (AM peak) and 1024 (PM peak) travel along the A19.
- 2.8 A total of 167 vehicle movements turn right out of Skipwith Road in the AM peak and a total of 91 undertake the same movement in the PM peak.
- 2.9 During the traffic counts, queue length surveys were undertaken on the Skipwith Road approach. The results showed that the maximum queue on the Skipwith Road approach was 7 vehicles during the morning peak and on average the queue did not extend beyond 3 vehicles often with no queuing at all. In the evening peak the maximum queue was four vehicles and on average the queue did not extend beyond 2 vehicles and as in the morning peak often with no queuing at all.

It should be noted that on-site observations suggest that longer queue lengths are evident on occasion prior to the survey period in the morning peak.

- 2.10 The length of time it took for vehicles to exit Skipwith Road to turn right onto the A19 was also noted. On occasion it was recorded that a vehicle could wait for over 3 minutes to undertake this movement.
- 2.11 Details of the personal injury accidents that have occurred on the highway network in the vicinity of the junction for the latest five year period available have been obtained from the Road Safety department at North Yorkshire County Council. The area includes the A19 from Carr Lane to New Lane; however, the focus of this review is the Skipwith Road / A19 York Road junction. The plan attached at **Appendix BGH2** shows the extent of the area requested and the raw data provided is attached at **Appendix BGH3**.
- 2.12 During the period from 1st January 2009 to 30<sup>th</sup> April 2014, there have been a total of 6 personal injury collisions at the Skipwith Road / A19 York Road junction.
- 2.13 Of the incidents that occurred in the vicinity of the Skipwith Road / A19 York Road junction one has been classed as serious in severity with the remaining 5 classified as slight in severity. The one serious accident occurred when a driver waiting to turn right out of Skipwith Road failed to look properly and turned into a vehicle travelling south along the A19.
- 2.14 Three further collisions occurred when drivers waiting to turn right out of Skipwith Road either failed to look properly and turned into a vehicle travelling south along the A19 or believed the vehicle travelling south on the A19 was turning left into Skipwith Road and carried straight on.
- 2.15 One incident occurred when a vehicle turning right out of Skipwith Road collided with a pedestrian that was crossing at the pedestrian refuge on the A19.
- 2.16 The final incident occurred when a driver waiting to turn right out of Skipwith Road was flashed to proceed by a car travelling northbound in slow moving traffic but the turning vehicle collided with a motorcycle which was overtaking the slow moving traffic.
- 2.17 In summary, the personal injury collision data suggests that there is a trend in accident types associated with right turning vehicles out of Skipwith Road as all six collisions in the vicinity of the junction involved this movement.
- 2.18 A speed survey was carried out on Thursday 15<sup>th</sup> May 2014 in the vicinity of the Skipwith Road / A19 York Road junction. The surveys were undertaken between 10.30 and 12.00 in the morning.

- 2.19 The results show that vehicles travelling northbound towards York had an 85th percentile wet weather journey speed of 38.5 mph. The results show that vehicles travelling southbound towards Selby had an 85<sup>th</sup> percentile wet weather journey speed of 37.6 mph.
- 2.20 A pedestrian count was also undertaken at the time of the traffic survey and whilst the data suggests that there are a relatively low number of pedestrians that cross the A19, the counts were undertaken during the morning and evening peak periods. It is likely that during the day a higher quantity of pedestrians may cross the A19 to access the bus stops located either side of the A19. The residents of the proposed development would also have to cross the A19 access public transport either to travel to York or from Selby and are likely to cross at this point on the A19.
- 2.21 A total of five pedestrians crossed the A19 in the morning peak and a further seven pedestrians crossed in the evening peak. During the observations three of the pedestrians in the morning peak and evening peak periods did not use the pedestrian refuge and instead crossed in the vicinity of the bus stop/exit from the Parsonage. The other pedestrians all used the pedestrian refuges to cross the A19.
- 2.22 During the observations a number of the pedestrians took over 2 minutes to cross the carriageway and chose to run over the road on occasion because of the delays and difficulties in crossing.
- 2.23 The primary existing desire line for pedestrians is to the south of the Skipwith Road junction. There are two bus stop lay-bys to the north of the junction that are not currently used by the bus services instead they stop at the locations identified earlier. There are also highway constraints to the south of the junction such as the Church, Private Drive and the Parsonage accesses and the available forward visibility to drivers travelling northbound around the bend.

### 3.0 Identified Issues

3.1 There are two principal issues that have been identified in the vicinity of the Skipwith Road / A19 York Road junction.

3.2 The first is the ability of vehicles exiting Skipwith Road onto the A19 particularly turning right. The second is the difficulty for pedestrians to cross the A19, even using the pedestrian refuge.

#### Vehicle Exiting Skipwith Road

3.3 As stated above there is a regular occurrence of queuing on the Skipwith Road approach. With maximum queue in the period surveyed in the order of 7 vehicles and average queues in the order of 3 vehicles. It should be noted that on-site observations suggest that longer queue lengths are evident on occasion prior to the survey period in the morning peak.

3.4 The main issue observed was the length of time it took for vehicles to exit Skipwith Road to turn right onto the A19, which could lead to driver frustration.

3.5 The accident data is further evidence that this is an issue. The personal injury collision data suggests that all six collisions in the vicinity of the junction involved right turning vehicles out of Skipwith Road.

#### Pedestrians Crossing A19

3.6 Whilst the traffic survey data suggests that there is currently a relatively low number of pedestrians that cross the A19, the counts were undertaken during the morning and evening peak periods. It is likely that during the day a higher quantity of pedestrians may cross the A19 to access the bus stops located either side of the A19.

3.7 A total of five pedestrians crossed the A19 in the morning peak and a further seven pedestrians crossed in the evening peak. During the observations three of the pedestrians in the morning peak and evening peak periods did not use the pedestrian refuge and instead crossed in the vicinity of the bus stop/exit from the Parsonage. The other pedestrians all used the pedestrian refuges to cross the A19. The residents of the proposed development would also have to cross the A19 access public transport either to travel to York or from Selby and are likely to cross at this point on the A19.

3.8 During the observations a number of the pedestrians took over 2 minutes to cross the carriageway and chose to run over the road on occasion because of the delays and difficulties in crossing.

## 4.0 Proposals

- 4.1 To address the issues identified in the previous section two options have been considered.
- 4.2 The first was to provide a signalised pedestrian crossing over the A19 in the vicinity of the existing pedestrian refuge. This option is shown in **Appendix BGH4** and would overcome the issue of the difficulty of pedestrians crossing the A19 and may provide gaps in the flow of traffic for vehicles exiting Skipwith Road. With this option gaps would be provided in the flow of southbound traffic to enable vehicles to turn right from Skipwith Road. However, there is a risk that vehicles in the northbound queue will block right turning vehicles from Skipwith Road and result in the right turning vehicles blocking the southbound carriageway.
- 4.3 The second option would be to fully signalise the A19/Skipwith Road junction and incorporate signalised pedestrian crossings into the design. It is proposed to provide a signalised pedestrian crossing over each of the arms thereby facilitating movements for all desire lines in the vicinity of the junction for pedestrians. The existing bus stops located to the south of the junction would not materially impact upon the operation of the junction. This option is shown in **Appendix BGH5** and would overcome the issue of the difficulty of pedestrians crossing the A19 and also the issue of vehicles exiting Skipwith Road.
- 4.4 To demonstrate the operation of the junction, under option 2, the improvement scheme has been modelled using LINSIG version 3 (output provided in **Appendix BGH6**) with the results below showing that the junction is predicted to operate within capacity with a Practical Reserve Capacity (PRC) of 56.9% in the AM peak and 45.3% in the PM Peak. The PRC is calculated from the maximum degree of saturation on a lane controlled by the stage stream and is a measure of how much additional traffic could pass through a junction controlled by the stage stream whilst maintaining a maximum degree of saturation of 90% on all Lanes.
- 4.5 Within the assessment the pedestrian stage has been modelled every third cycle to provide a robust assessment of the demand observed on site. The maximum demand observed was seven pedestrian per hour, which equates to one pedestrian every eight and half minutes or one pedestrian every eight cycles. The pedestrian stage has been modelled as an all red to traffic. The benefit of providing signal controlled crossing is that it would be demand dependent and only operate when a pedestrian presses the button and the maximum time a

pedestrian would have to wait to cross is 60 seconds, which is a significant improvement from the observed crossing times of over 2 minutes.

**Table 1**  
**Skipwith Road/A19 Signalised Junction**

Arm	Base Flows					
	Morning Peak Hour			Evening Peak Hour		
	DoS	Mean Max Queue	Delay (s)	DoS	Mean Max Queue	Delay (s)
A19 Southbound	53.6	8.5	14.4	61.9	12.3	14.1
Skipwith Road	55.9	3.4	34.3	43.5	1.9	38.2
A19 Northbound	57.4	9.5	15.0	43.6	7.5	11.3

4.6 The proposed fully signalised junction option is predicted to operate within capacity and provide signalised pedestrian crossing facilities across all arms of the junction.

4.7 Given the quantum of spare capacity the proposed fully signalised junction option would be able to accommodate the trips associated with the proposed development.

## 5.0 Summary and Conclusions

- 5.1 This Technical Note has been produced in connection with the site known as “Land to the North of Escrick”. The site is proposed to be allocated in the emerging York City Local Plan for residential use.
- 5.2 It identifies a possible improvement scheme on the A19 York Road that could be delivered as part of the above development at the Skipwith Road / A19 York Road junction to enhance pedestrian facilities across the A19 and also increase the capacity for vehicles exiting Skipwith Road onto A19 York Road particularly for right turners.
- 5.3 There are two principal issues that have been identified in the vicinity of the Skipwith Road / A19 York Road junction.
- 5.4 The first is the ability of vehicles exiting Skipwith Road onto the A19 particularly turning right. The second is the difficulty for pedestrians to cross the A19 even using the pedestrian refuge.
- 5.5 The personal injury collision data suggests that there is a trend in accident types associated with right turning vehicles out of Skipwith Road as all seven incidents in the vicinity of the junction were associated with this movement.
- 5.6 An option would be to fully signalise the Skipwith Road/A19 junction and incorporate signalised pedestrian crossings into the design across all arms. This would overcome the issue of the difficulty of pedestrians crossing the A19 and also the issue of vehicles exiting Skipwith Road and is predicted to operate within capacity. Given the quantum of spare capacity the proposed fully signalised junction option would be able to accommodate the trips associated with the proposed development.
- 5.7 This Technical Note has demonstrated that full signalisation of the Skipwith Road/A19 junction is technically feasible.

# **APPENDIX BGH 1**



Client: **LINDEN HOMES**

Project: **LAND NORTH OF ESCRICK, YORK**

**BRYAN G HALL**  
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS  
 Copyright Reserved Bryan G Hall Ltd.

[E highways@bryanhall.co.uk](mailto:highways@bryanhall.co.uk)  
 Suite E8 | Josephs Well  
 Hanover Walk | LEEDS | LS3 1AB  
 T 0113 246 1555  
 F 0113 234 2201

[W www.bryanhall.co.uk](http://www.bryanhall.co.uk)  
 Suites 17 & 18 Lighterman House  
 26/36 Wharfedale Road  
 LONDON | N1 9RY  
 T 0203 077 2103

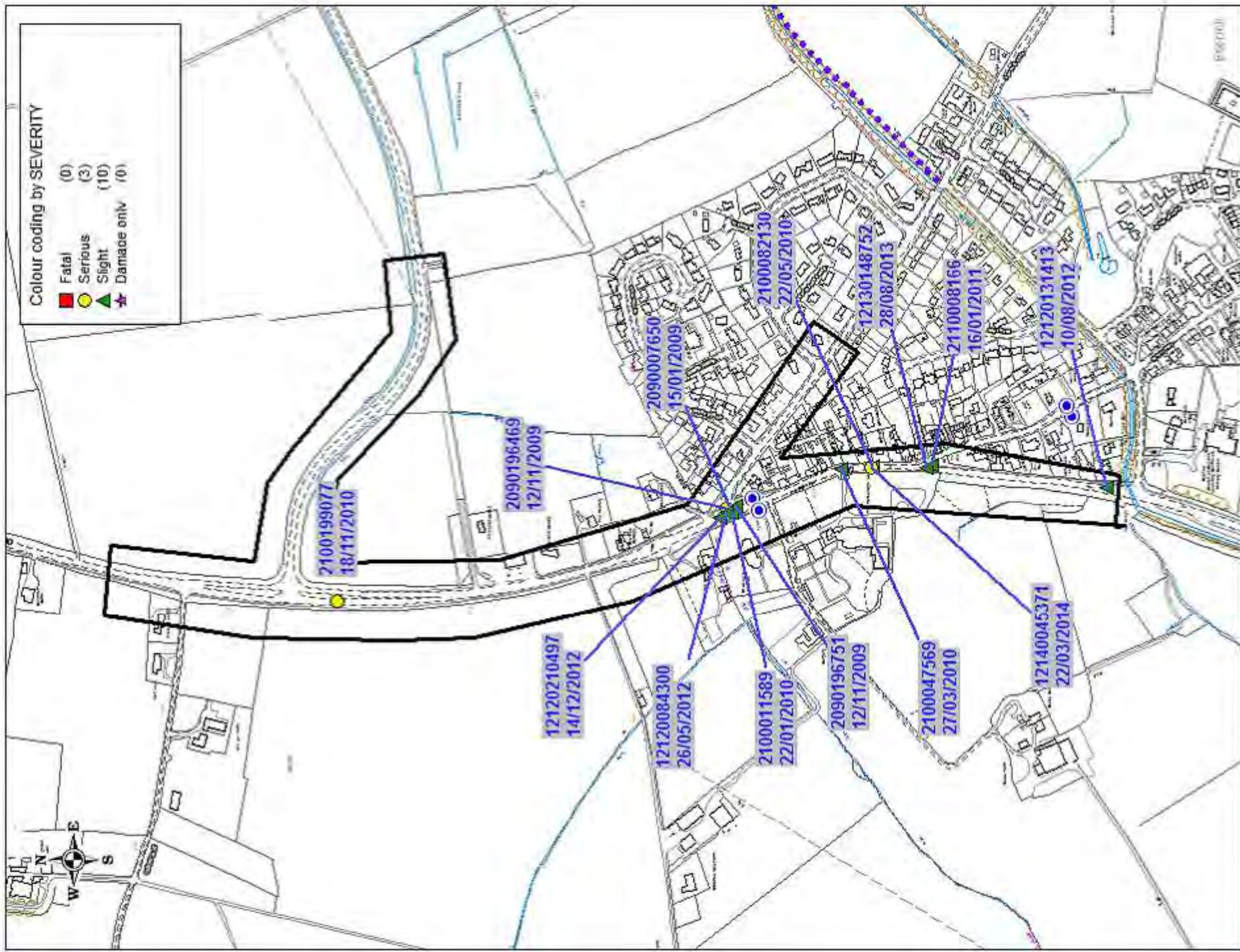
Title: **LOCATION PLAN**

Rev:	Amendment:	DRN:	CHK:	Date:	
Job No:	13-431	Drawn:	RD	Checked: MC	Date: 04/02/2014
Scale:	N.T.S	Drawing No:	13/431/ACC/006	Revision:	
A4 - 297 x 210					

# **APPENDIX BGH 2**



# **APPENDIX BGH 3**



**highways**  
NORTH YORKSHIRE

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Escrick Collision Plan, 01/01/2009 to 30/04/2014.  
2014 information is provisional.

SCALE	1 : 5920
DATE	19/05/2014
DRAWING NO.	
DRAWN BY	

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2090007650 15/01/2009 Time 0845 Vehicles 2 Casualties 1 Slight  
 E: 462857 N: 443148 First Road: A 19 Road Type: Single carriageway Speed limit: 40  
 Junction Detail: T & Stag Jct Give way or controlled C 304  
 Crossing Control Facilities None within 50m Road surface Wet/Damp  
 Daylight: street lights present Raining without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Possible
3rd: Sudden braking	Vehicle 2	Very Likely
4th:		
5th:		
6th:		

V1 TRAVELLING NORTHBOUND N A19, APPROACHING JUNCTION WITH SKIPWITH ROAD. V1 WHICH IS A MOTORCYCLE OVERTAKING SLOW MOVING TRAFFIC DOWN CENTRE OF ROAD. V2 IS WAITING AT JUNCTION OF SKIPWITH ROAD WITH A19 WAITING TO TURN RIGHT. V2 IS FLASHED OUT AND V2 AND V1 COLLIDE AT THE JUNCTION.  
 Occurred on A19 AT JUNCTION WITH SKIPWITH ROAD, ESCRICK

Vehicle Reference 1	Motorcycle over 500cc	Overtaking moving vehicle O/S
Vehicle movement from S to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle: 2	Location at impact Mid Junction - on roundabout or	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 18	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 18	Male	Driver/rider	Severity: Slight
Not a pupil					
Seatbelt: Not Applicable		Cycle helmet:			

Vehicle Reference 2	Car	Turning right
Vehicle movement from SE to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle: 1	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 18	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2090196469 12/11/2009 Time 0855  
E: 462857 N: 443152 First Road: A 19  
Junction Detail: T & Stag Jct  
Crossing Control Facilities None within 50m  
Daylight:street lights present  
Special Conditions at Site: None  
Place accident reported: At scene

Vehicles 2 Casualties 2  
Road Type: Single carriageway  
Give way or controlled  
Fine without high winds  
Carriageway Hazards: None  
DfT Special Projects:

Serious  
Speed limit: 40  
C 304  
Road surface Dry

Causation Factor:

- 1st: Failed to look properly
- 2nd: Failed to judge other persons path or speed
- 3rd:
- 4th:
- 5th:
- 6th:

Participant:

- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Possible

V1 TRAVELLING FROM SKIPWITH. V2 TRAVELLING FROM YORK. V1 PULLS OUT FROM JUNCTION AND COLLIDES WITH V2. V1 LEAVES CARRIAGEWAY TO NEARSIDE FOLLOWED BY V1.  
Occurred on A19 AT JUNCTION WITH C304 SKIPWITH ROAD, YORK

Vehicle Reference 1  
Vehicle movement from SE to N  
On main carriageway  
Hit vehicle: 2  
Hit object in road None  
Off road: Nearside  
Not hit and run  
Left hand drive No

Car  
No tow / articulation  
No skidding, jack-knifing or overturning  
Location at impact Jct Approach  
Hit off road: None  
Age of Driver 24  
Breath test Driver not contacted

Going ahead other  
First impact Front  
Female

Casualty Reference: 1  
Not a pupil

Vehicle: 1 Age: 24 Female Driver/rider

Severity: Serious

Vehicle Reference 2  
Vehicle movement from S to N  
On main carriageway  
Hit vehicle: 1  
Hit object in road None  
Off road: Nearside  
Not hit and run  
Left hand drive No

Van or Goods 3.5 tonnes mgw and under  
No tow / articulation  
No skidding, jack-knifing or overturning  
Location at impact Jct Approach  
Hit off road: None  
Age of Driver 37  
Breath test Driver not contacted

Going ahead other  
First impact Front  
Male

Casualty Reference: 2  
Not a pupil

Vehicle: 2 Age: 37 Male Driver/rider

Severity: Slight

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2090196751 12/11/2009 Time 1740 Vehicles 2 Casualties 2 Slight  
 E: 462860 N: 443142 First Road: A 19 Road Type: Single carriageway Speed limit: 40  
 Junction Detail: T & Stag Jct Give way or controlled C 304  
 Crossing Control Facilities Central reservation Road surface Wet/Damp  
 Darkness: street lights present and lit Raining without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor: Participant: Confidence:

1st: Failed to judge other persons path or speed Vehicle 1 Very Likely  
 2nd: Failed to signal/Misleading signal Vehicle 2 Possible  
 3rd:  
 4th:  
 5th:  
 6th:

V1 TRAVELS ALONG SKIPWITH ROAD AND STOPS AT JUNCTION WITH A19 INTENDING TO TURN RIGHT. V2 TRAVELS SOUTH ALONG A19 TOWARDS SELBY. V1 PULLS OUT INTO MAIN CARRAIGEWAY IN FRONT OF V2 AND COLLISION OCCURS.

Occurred on A19 ESCRICK AT JUNCTION WITH SKIPWITH ROAD, ESCRICK

Vehicle Reference 1 Car Turning right  
 Vehicle movement from SE to N No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning First impact Offside  
 Hit vehicle: 2 Location at impact Entering main road  
 Hit object in road None Hit off road: None  
 Off road: Did not leave carr Age of Driver 55 Male  
 Not hit and run Breath test Negative  
 Left hand drive No

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight  
 Not a pupil

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation  
 On main carriageway No skidding, jack-knifing or overturning First impact Front  
 Hit vehicle: 1 Location at impact Mid Junction - on roundabout or  
 Hit object in road None Hit off road: None  
 Off road: Did not leave carr Age of Driver 46 Female  
 Not hit and run Breath test Negative  
 Left hand drive No

Casualty Reference: 2 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight  
 Not a pupil

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2100011589 22/01/2010 Time 1725 Vehicles 2 Casualties 1 Slight  
 E: 462852 N: 443146 First Road: A 19 Road Type: Single carriageway Speed limit: 40  
 Junction Detail: T & Stag Jct Give way or controlled C 304  
 Crossing Control Facilities Central reservation Road surface Wet/Damp  
 Darkness: street lights present and lit Raining without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor: Participant: Confidence:

1st: Failed to look properly Vehicle 1 Very Likely  
 2nd:  
 3rd:  
 4th:  
 5th:  
 6th:

V1 WAS STATIONARY AT THE JUNCTION OF THE A19 ON SKIPWITH ROAD WAITING TO TURN RIGHT ONTO THE A19 NORTHBOUND. TWO CARS APPROACHED FROM THE RIGHT INDICATING TO TURN LEFT ONTO SKIPWITH ROAD. THE DRIVER OF V1 PULLED OUT ONTO THE A19 TO TURN RIGHT, AS HE DID SO V2 (MOTORBIKE) HIT THE REAR OFFSIDE OF V1 CAUSING MINOR DAMAGE TO V2 AND SLIGHT INJURY TO THE RIDER OF V2 LEFT KNEE.  
 Occurred on A19 NORTHBOUNDS AT JUNCTION WITH SKIPWITH ROAD, ESCRICK

Vehicle Reference 1	Car	Turning right
Vehicle movement from E to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Offside
Hit vehicle: 2	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 60	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Vehicle Reference 2	Motorcycle over 500cc	Going ahead other
Vehicle movement from N to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Nearside
Hit vehicle: 1	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 28	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1 Vehicle: 2 Age: 28 Male Driver/rider Severity: Slight  
 Not a pupil

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2100047569 27/03/2010 Time 2320 Vehicles 2 Casualties 1 Slight  
 E: 462904 N: 443016 First Road: A 19 Road Type: Single carriageway Speed limit: 30  
 Junction Detail: Pri Drive Give way or controlled  
 Crossing Control Facilities None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Possible
2nd: Sudden braking	Vehicle 1	Possible
3rd: Following too close	Vehicle 2	Possible
4th:		
5th:		
6th:		

V1 LEAVES PARSONAGE HOTEL AND TURNS RIGHT TO ENTER A19 TOWARDS SELBY. V2 (MOTORCYCLE) TRAVELLING IN SAME DIRECTION COLLIDES WITH OFFSIDE REAR OF CAR, CAUSING VEER TO OFFSIDE CARRAIGEWAY AND RIDER FALLS OF CAUSING MINOR INJURY.

Occurred on A19 ESCRICK AT JUNCTION WITH PARSONAGE HOTEL, YORK

Vehicle Reference 1	Car	Turning right
Vehicle movement from W to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Back
Hit vehicle: 2	Location at impact Cleared junction or waiting/parked	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 19	Female
Not hit and run	Breath test Negative	
Left hand drive No		

Vehicle Reference 2	Motorcycle over 500cc	Going ahead other
Vehicle movement from N to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle: 1	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: O/S	Age of Driver 43	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight  
 Not a pupil

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2100082130 22/05/2010 Time 1845 Vehicles 2 Casualties 2 Slight  
 E: 462907 N: 442979 First Road: A 19 Road Type: Single carriageway Speed limit: 30  
 Junction Detail: Not within 20m of junction  
 Crossing Control Facilities None within 50m Road surface Dry  
 Daylight:street lights present Fine without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd: Sudden braking	Vehicle 2	Possible
4th:		
5th:		
6th:		

TRAFFIC SLOWING AHEAD AND CAME TO STOP. VEHICLES BEGAN TO MOVE BUT STOPPED AGAIN. VEHICLE AT REAR FAILED TO STOP AND HIT REAR OF VEHICLE IN FRONT.

Occurred on A19 MAIN STREET OUTSIDE PARSONAGE HOTEL, ESCRICK, YORK

Vehicle Reference 1	Car	Starting
Vehicle movement from N to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle: 2	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 22	Female
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 22	Female	Driver/rider	Severity: Slight
Not a pupil					

Vehicle Reference 2	Car	Stopping
Vehicle movement from N to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Back
Hit vehicle: 1	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 50	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 2	Vehicle: 2	Age: 50	Male	Driver/rider	Severity: Slight
Not a pupil					

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2100199077 18/11/2010 Time 1243 Vehicles 2 Casualties 2 Serious  
 E: 462748 N: 443616 First Road: A 19 Road Type: Single carriageway Speed limit: 60  
 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing Control Facilities None within 50m Road surface Dry  
 Daylight: no street lighting Fine without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 2	Possible
2nd: Failed to judge other persons path or speed	Vehicle 2	Possible
3rd: Failed to signal/Misleading signal	Vehicle 1	Possible
4th:		
5th:		
6th:		

V1 TRAVELS ALONG A19 SOUTH TOWARDS ECRICK, INDICATES AND STOPS INT HE ROAD, WAITING TO TURN RIGHT INTO DEIGHTON LAYBY. WHEN STRUCK FROM BEHIND BY V2 WHICH HAS TRAVELLED A19 SOUTH AND FAILED TO STOP IN TIME, COLLIDING WITH REAR OF V1.

Occurred on A19 AT JUNCTION WITH DEIGHTON LAYBY, ESCRICK

Vehicle Reference 1	Car	Going ahead other
Vehicle movement from N to S	No tow / articulation	
On main carriageway	Skidded	First impact Front
Hit vehicle: 2	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 23	Female
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 23	Female	Driver/rider	Severity: Slight
Not a pupil					

Vehicle Reference 2	Car	Going ahead but held up
Vehicle movement from N to S	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Back
Hit vehicle: 1	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 19	Female
Not hit and run	Breath test Positive	
Left hand drive No		

Casualty Reference: 2	Vehicle: 2	Age: 19	Female	Driver/rider	Severity: Serious
Not a pupil					

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

2110008166	16/01/2011	Time 0315	Vehicles 1	Casualties 2	Slight
E: 462908	N: 442909	First Road: A 19	Road Type: Single carriageway		Speed limit: 40
Junction Detail: T & Stag Jct			Give way or controlled		Unclassified 712
Crossing Control Facilities None within 50m					Road surface Wet/Damp
Darkness: street lights present and lit			Fine without high winds		
Special Conditions at Site: None			Carriageway Hazards: None		
Place accident reported: At scene			DfT Special Projects:		

Causation Factor:	Participant:	Confidence:
-------------------	--------------	-------------

1st: Impaired by alcohol	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:		
4th:		
5th:		
6th:		

V1 TRAVELS ALONG A19 THROUGH ESCRICK VILLAGE FROM THE DIRECTION OF YORK TOWARDS SELBY. AS VEHICLE APPROACHES JUNCTION WITH MAIN STREET ESCRICK, DRIVER LOSES CONTROL AND VEHICLE LEAVES CARRIAGEWAY TO NEARSIDE COLLIDING WITH TRAFFIC ROAD SIGN AND WOODEN FENCE CAUSING VEHICLE TO OVERTURN, COMING TO REST ON ITS NEARSIDE ON MAIN STREET  
 Occurred on A19 AT JUNCTION WITH MAIN STREET, ESCRICK, TADCASTER

Vehicle Reference 1	Car	Going ahead other
Vehicle movement from N to SW	No tow / articulation	
On main carriageway	Skidded and overturned	First impact Front
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: Road sign / ATS	
Off road: Nearside	Age of Driver 18	Male
Not hit and run	Breath test Positive	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 18	Male	Driver/rider	Severity: Slight
Not a pupil					
Casualty Reference: 2	Vehicle: 1	Age: 17	Female	Passenger	Severity: Slight
Not a pupil					
Front seat					

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

12120084300 26/05/2012 Time 1520 Vehicles 2 Casualties 1 Slight  
 E: 462852 N: 443152 First Road: A 19 Road Type: Single carriageway Speed limit: 40  
 Junction Detail: T & Stag Jct Give way or controlled C 304  
 Crossing Control Facilities None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor:	Participant:	Confidence:
1st: Failed to signal/Misleading signal	Vehicle 1	Possible
2nd: Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:		
4th:		
5th:		
6th:		

V1 TRAVELLING ALONG A19 AT ESCRICK DRIVING AROUND 30MPH IN A 40MPH LIMIT, WITH LIGHT TRAFFIC. V2 WAITING AT THE JUNCTION OF SKIPWITH ROAD AND A19 TO TURN ONTO THE A19. FROM WITNESS INFORMATION V1 IS INDICATING TO TURN LEFT INTO SKIPWITH ROAD. V2 PULLS OUT ONTO A19 THINKING V1 WAS TURNING BUT IT DID NOT AND CONTINUED FORWARD. V1 HAS THEN HIT V2 ON THE OFFSIDE FRONT OF THE CAR. DAMAGE TO FRONT OF V1. Occurred on A19 ESCRICK AT JUNCTION WITH SKIPWITH ROAD, ESCRICK, YORK

Vehicle Reference 1	Van or Goods 3.5 tonnes mgw and under	Going ahead other
Vehicle movement from NW to SE	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 45	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Vehicle Reference 2	Car	Waiting to turn right
Vehicle movement from E to NW	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Offside
Hit vehicle:	Location at impact Jct Approach	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 20	Female
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 2	Age: 20	Female	Driver/rider	Severity: Slight
Not a pupil					
Seatbelt: Worn but not independently		Cycle helmet: Not a cyclist			

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

12120131413 10/08/2012 Time 0425  
E: 462882 N: 442700 First Road: A 19  
Junction Detail: T & Stag Jct  
Crossing Control Facilities Central reservation  
Darkness: no street lighting  
Special Conditions at Site: None  
Place accident reported: At scene

Vehicles 1 Casualties 1  
Road Type: Single carriageway  
Give way or controlled  
Fine without high winds  
Carriageway Hazards: None  
DfT Special Projects:

Slight  
Speed limit: 40  
Unclassified 713  
Road surface Dry

Causation Factor:  
1st: Impaired by alcohol  
2nd: Careless/Reckless/In a hurry  
3rd:  
4th:  
5th:  
6th:

Participant:  
Vehicle 1  
Vehicle 1

Confidence:  
Very Likely  
Very Likely

V1 TRAVELLING SOUTH ALONG THE A19 FROM YORK TOWARDS SELBY WITHIN THE VILLAGE OF ESCRICK. V1 COLLIDES WITH A BOLLARD AND ROAD SIGN WITHIN A CENTRE RESERVATION CAUSING SUBSTANTIAL DAMAGE TO VEHICLE. DRIVER OF V1 MAKES OFF FROM VEHICLE.

Occurred on A19 SELBY ROAD, 20 METRES NORTH OF CARR LANE, ESCRICK

Vehicle Reference 1  
Vehicle movement from N to S  
On main carriageway  
Hit vehicle:  
Hit object in road Bollard / Refuge  
Off road: Did not leave carr  
Hit and run  
Left hand drive No

Car  
No tow / articulation  
No skidding, jack-knifing or overturning  
Location at impact Jct Approach  
Hit off road: None  
Age of Driver 17  
Breath test Positive

Going ahead other  
First impact Front  
Male

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight  
Not a pupil

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

12120210497	14/12/2012	Time 1849	Vehicles 1	Casualties 2	Slight
E: 462846	N: 443160	First Road: A 19	Road Type: Single carriageway		Speed limit: 40
Junction Detail: T & Stag Jct			Give way or controlled		C 304
Crossing Control Facilities Central reservation					Road surface Wet/Damp
Darkness: street lights present and lit			Fine without high winds		
Special Conditions at Site: None			Carriageway Hazards: None		
Place accident reported: At scene			DfT Special Projects:		

Causation Factor: Participant: Confidence:

1st: Failed to look properly	Vehicle 1	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEHILCE 1 TURNS RIGHT ONTO A19 PEDESTRAIN CROSSES FROM CENTRAL REFUGE AND IS STRUCK BY VEHICLE 1  
Occurred on A19 AT JUNCTION WITH SKIPWITH ROAD ESCRICK

Vehicle Reference 1	Car	Turning right
Vehicle movement from SE to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Front
Hit vehicle:	Location at impact Entering main road	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 54	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 54	Male	Driver/rider	Severity: Slight
Not a pupil					
Seatbelt: Worn but not independently		Cycle helmet: Not a cyclist			
Casualty Reference: 2	Vehicle: 1	Age: 81	Male	Pedestrian	Severity: Slight
Not a pupil					
Seatbelt: Not Applicable		Cycle helmet: Not a cyclist			
In carr elsewhere		S bound			
Movement U/K					

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

12130148752 28/08/2013 Time 1252  
E: 462905 N: 442915 First Road: A 19  
Junction Detail: T & Stag Jct  
Crossing Control Facilities None within 50m  
Daylight  
Special Conditions at Site: None  
Place accident reported: At scene

Vehicles 2 Casualties 1  
Road Type: Single carriageway  
Give way or controlled  
Fine without high winds  
Carriageway Hazards: None  
DfT Special Projects:

Slight  
Speed limit: 40  
Unclassified 712  
Road surface Dry

Causation Factor:

1st: Following too close  
2nd: Sudden braking  
3rd: Loss of control  
4th:  
5th:  
6th:

Participant:

Vehicle 1  
Vehicle 1  
Vehicle 1

Confidence:

Very Likely  
Very Likely  
Possible

V1 AND V2 IN SLOW MOVING TRAFFIC TOWARDS YORK. VEHICLES INFRONT BRAKE AND MOVE OVER TO ALLOW ONCOMING AMBULANCE ROOM. V2 STOPS BUT V1 RUNS INTO REAR OF V2.

Occurred on A19 YORK TO SELBY ROAD AT JNCT W MAIN ST, ESCRICK

Vehicle Reference 1	Motor Cycle over 50 cc and up to 125cc	Stopping
Vehicle movement from S to N	No tow / articulation	
On main carriageway	Skidded	First impact Front
Hit vehicle: 2	Location at impact Mid Junction - on roundabout or	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 19	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 19	Male	Driver/rider	Severity: Slight
Not a pupil					

Vehicle Reference 2	Van or Goods 3.5 tonnes mgw and under	Stopping
Vehicle movement from S to N	No tow / articulation	
On main carriageway	No skidding, jack-knifing or overturning	First impact Back
Hit vehicle: 1	Location at impact Mid Junction - on roundabout or	
Hit object in road None	Hit off road: None	
Off road: Did not leave carr	Age of Driver 29	Male
Not hit and run	Breath test Negative	
Left hand drive No		

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

12140045371 22/03/2014 Time 0250 Vehicles 1 Casualties 2 Serious  
 E: 462905 N: 442980 First Road: A 19 Road Type: Single carriageway Speed limit: 40  
 Junction Detail: Not within 20m of junction  
 Crossing Control Facilities None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site: None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation Factor:	Participant:	Confidence:
1st: Exceeding speed limit	Vehicle 1	Possible
2nd: Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd: Loss of control	Vehicle 1	Possible
4th:		
5th:		
6th:		

V1 AND ONLY VEHICLE INVOLVED, LEAVES ROAD TO N/S TRAVELS THROUGH TO GARDENS / BOUNDARY HEDGES, COMING TO REST IN FRONT WINDOW OF 31 MAIN STREET ESCRICK, ON ITS WHEELS AND FACING BACK TOWARDS YORK DIRECTION.

Occurred on A19 MAIN STREET, OUTSIDE HOUSE NO. 29, ESCRICK, YORK

Vehicle Reference 1	Car	Going ahead other
Vehicle movement from N to S	No tow / articulation	
On main carriageway	Skidded	First impact Front
Hit vehicle:	Location at impact Not at, or within 20M of Jct	
Hit object in road None	Hit off road: Wall or fence	
Off road: Nearside	Age of Driver 33	Male
Not hit and run	Breath test Positive	
Left hand drive No		

Casualty Reference: 1	Vehicle: 1	Age: 33	Male	Driver/rider	Severity: Serious
Not a pupil					
Seatbelt: Worn but not independently		Cycle helmet:			

Casualty Reference: 2	Vehicle: 1	Age: 23	Female	Passenger	Severity: Slight
Not a pupil					
Seatbelt: Worn but not independently		Cycle helmet:			
Back seat					

Accidents between dates 01/01/2009 and 30/04/2014 (64) months

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	6	9	Vehicle driver	0	3	10	13
					Passenger	0	0	2	2
2-wheeled motor vehicles	0	0	4	4	Motorcycle rider	0	0	4	4
					Cyclist	0	0	0	0
Pedal cycles	0	0	0	0	Pedestrian	0	0	1	1
					Other	0	0	0	0
Horses & other	0	0	0	0	Total	0	3	17	20
Total	0	3	10	13					

**Accidents between dates**      **01/01/2009 and 30/04/2014**      (64) months

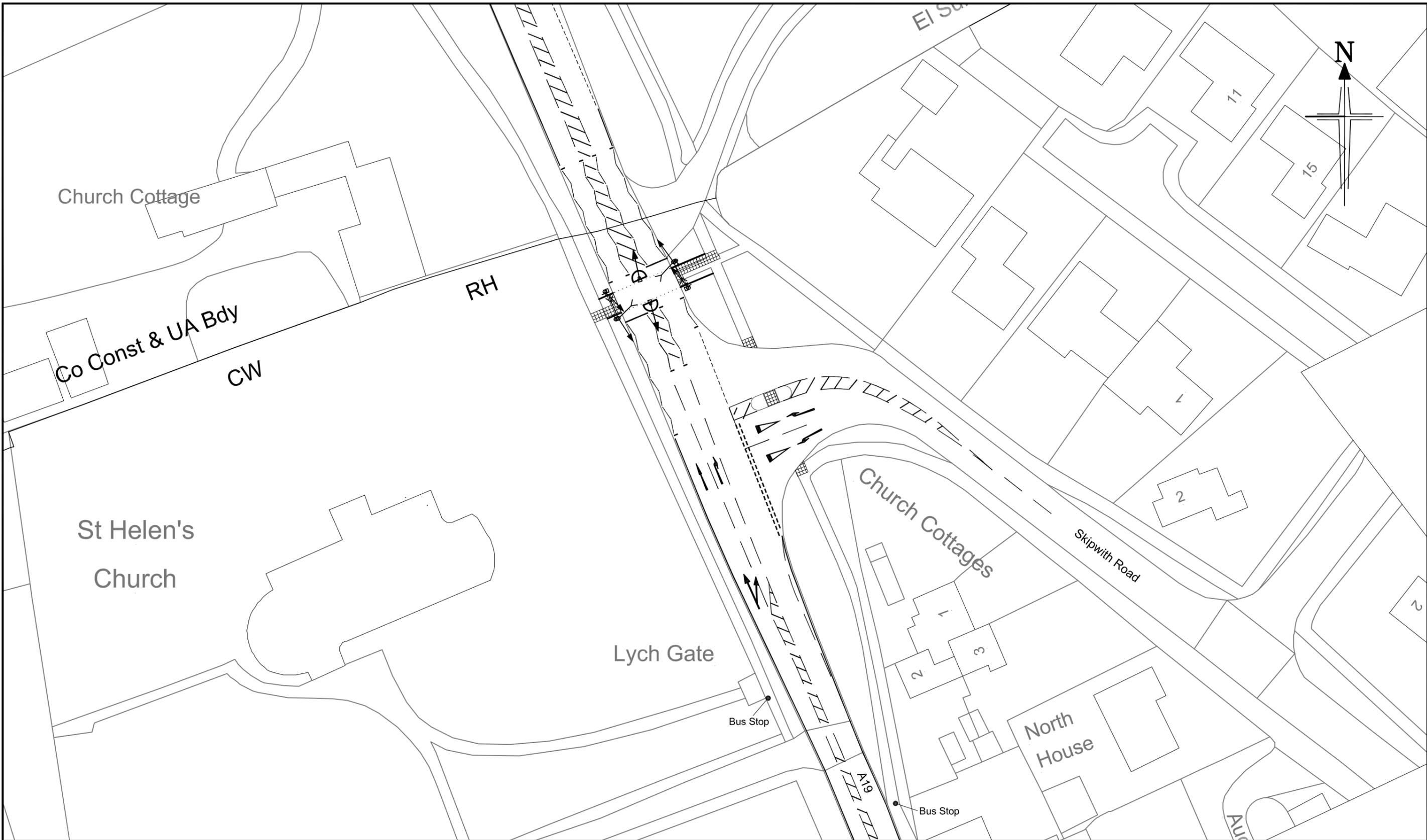
**Selection:**      **Notes:**

Selected using Manual Selection

<b>Police Ref.</b>	<b>Date</b>	<b>Cas.</b>	<b>Sev.</b>	<b>P2W</b>	<b>Cycs</b>	<b>Peds</b>	<b>Ch</b>	<b>OAPs</b>	<b>Vis.</b>	<b>Manv.</b>	<b>Road Cond.</b>	<b>Time</b>	<b>Location</b>
2090007650	15/01/2009	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	0845	A19 AT JUNCTION WITH SKIPWITH ROAD, ESCRICK
2090196469	12/11/2009	2	Serious	0	0	0	0	0	Light	No turn	Dry	0855	A19 AT JUNCTION WITH C304 SKIPWITH ROAD, YORK
2090196751	12/11/2009	2	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1740	A19 ESCRICK AT JUNCTION WITH SKIPWITH ROAD, ESCRICK
2100011589	22/01/2010	1	Slight	1	0	0	0	0	Dark	Right	Wet/Damp	1725	A19 NORTHBOUNDS AT JUNCTION WITH SKIPWITH ROAD, ESCRICK
2100047569	27/03/2010	1	Slight	1	0	0	0	0	Dark	Right	Dry	2320	A19 ESCRICK AT JUNCTION WITH PARSONAGE HOTEL, YORK
2100082130	22/05/2010	2	Slight	0	0	0	0	0	Light	No turn	Dry	1845	A19 MAIN STREET OUTSIDE PARSONAGE HOTEL, ESCRICK, YORK
2100199077	18/11/2010	2	Serious	0	0	0	0	0	Light	No turn	Dry	1243	A19 AT JUNCTION WITH DEIGHTON LAYBY, ESCRICK
2110008166	16/01/2011	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	0315	A19 AT JUNCTION WITH MAIN STREET, ESCRICK, TADCASTER
12120084300	26/05/2012	1	Slight	0	0	0	0	0	Light	Right	Dry	1520	A19 ESCRICK AT JUNCTION WITH SKIPWITH ROAD, ESCRICK, YORK
12120131413	10/08/2012	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0425	A19 SELBY ROAD, 20 METRES NORTH OF CARR LANE, ESCRICK
12120210497	14/12/2012	2	Slight	0	0	1	0	1	Dark	Right	Wet/Damp	1849	A19 AT JUNCTION WITH SKIPWITH ROAD ESCRICK
12130148752	28/08/2013	1	Slight	1	0	0	0	0	Light	No turn	Dry	1252	A19 YORK TO SELBY ROAD AT JNCT W MAIN ST, ESCRICK
12140045371	22/03/2014	2	Serious	0	0	0	0	0	Dark	No turn	Dry	0250	A19 MAIN STREET, OUTSIDE HOUSE NO. 29, ESCRICK, YORK
Column Totals		20		4	0	1	0	1					
No. of Accidents				4	0	1	0	1					

Total number of accidents listed: 13

# **APPENDIX BGH 4**



Client: **LINDEN HOMES**

Project: **LAND TO THE NORTH OF ESCRICK**

**BRYAN G HALL**  
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS  
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E [highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)  
 Suite E8 | Josephs Well  
 Hanover Walk | LEEDS | LS3 1AB  
 T 0113 246 1555  
 F 0113 234 2201

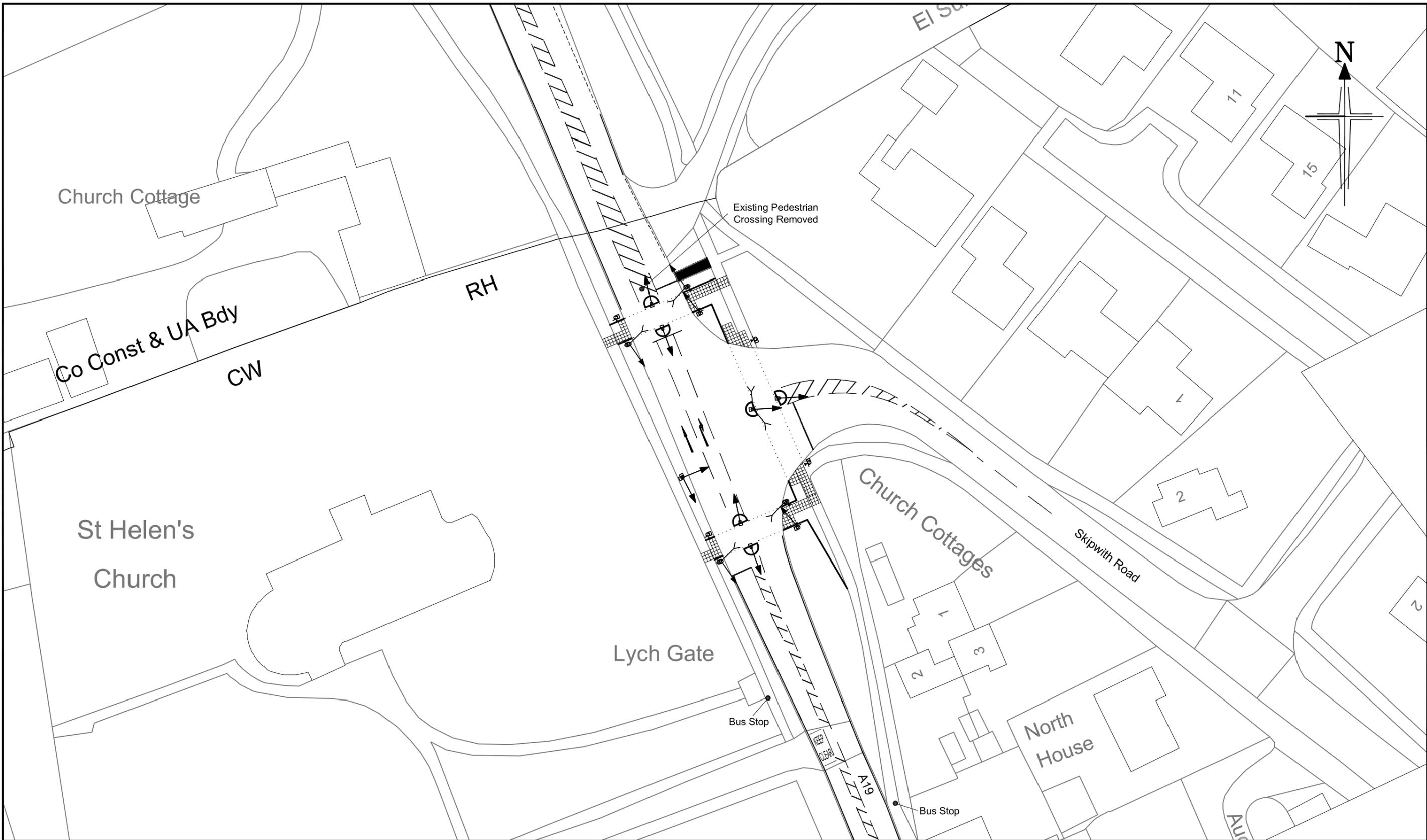
W [www.bryanghall.co.uk](http://www.bryanghall.co.uk)  
 Suites 17 & 18 Lighterman House  
 26/36 Wharfedale Road  
 LONDON | N1 9RY  
 T 0203 077 2103

Title: **PROPOSED TRAFFIC SIGNAL PEDESTRIAN CROSSING**

Rev:	Amendment:	Dm:	Chk:	Date:			
Job No:	13-431	Drawn:	MA	Checked:	DB	Date:	23.04.2014
Scale:	1:500	Drawing No:	13/431/TR/003	Revision:	-		

A3 - 420 x 297

# **APPENDIX BGH 5**



Client: **LINDEN HOMES**

Project: **LAND TO THE NORTH OF ESCRICK**

**BRYAN G HALL**  
 CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS  
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E [highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)  
 Suite E8 | Josephs Well  
 Hanover Walk | LEEDS | LS3 1AB  
 T 0113 246 1555  
 F 0113 234 2201

W [www.bryanghall.co.uk](http://www.bryanghall.co.uk)  
 Suites 17 & 18 Lighterman House  
 26/36 Wharfedale Road  
 LONDON | N1 9RY  
 T 0203 077 2103

Title: **PROPOSED TRAFFIC SIGNAL JUNCTION**

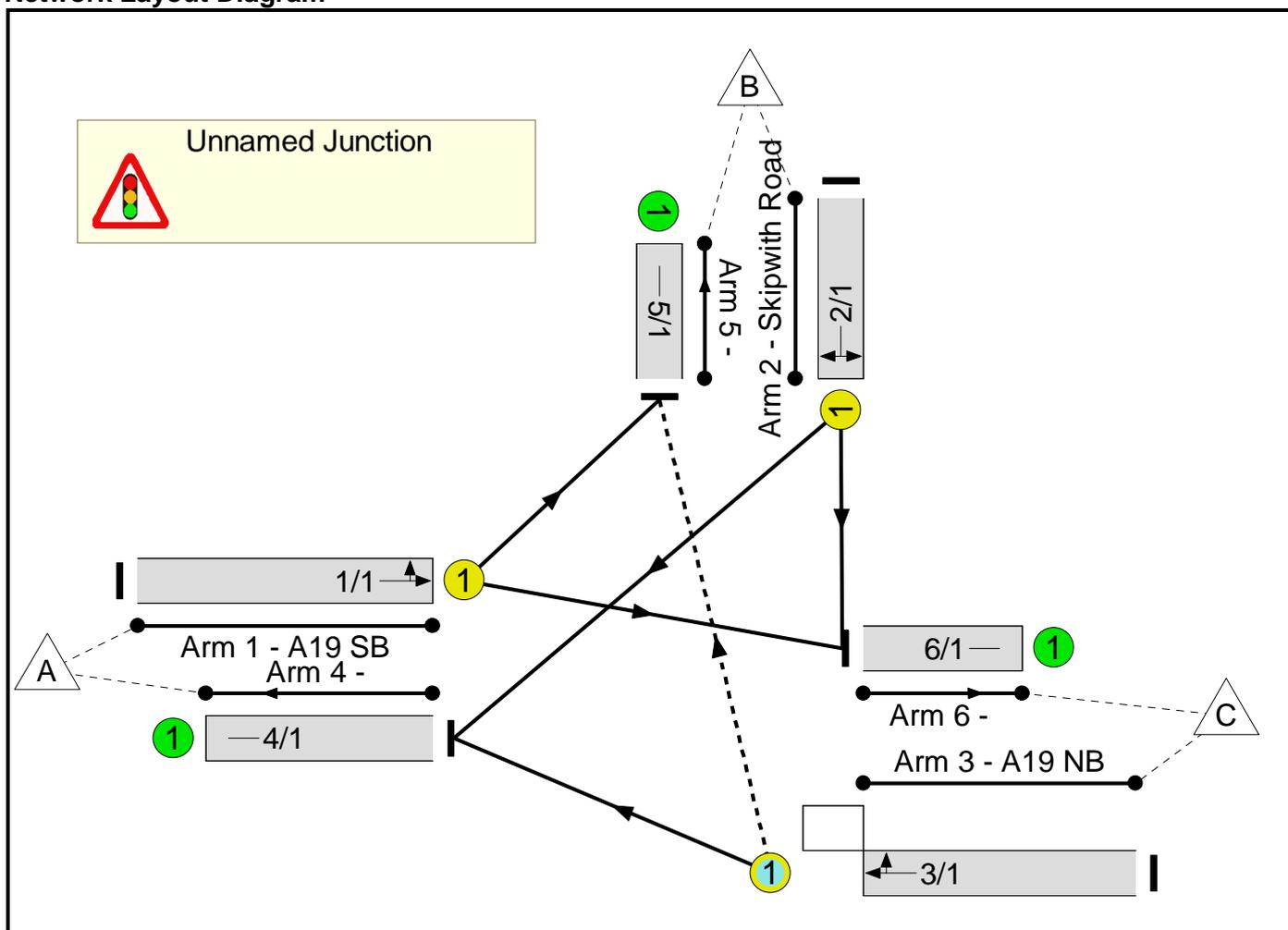
Rev:	Amendment:	Dm:	Chk:	Date:	
Job No:	13-431	Drawn:	MA	Checked: DB	Date: 23.05.2014
Scale:	1:500	Drawing No:	13/431/TR/004	Revision:	A
A3 - 420 x 297					

# **APPENDIX BGH 6**

**User and Project Details**

<b>Project:</b>	Land North of Escrick
<b>Title:</b>	Skipwith Road/A19 Junction Improvement Scheme
<b>Location:</b>	Escrick
<b>File name:</b>	Skipwith Road - York Road - With Peds.lsg3x
<b>Author:</b>	MC
<b>Company:</b>	Bryan G Hall
<b>Address:</b>	Suite E8 Josephs Well, Hanover Walk, LEEDS LS3 1AB
<b>Notes:</b>	

**Network Layout Diagram**



**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6
F	Pedestrian		6	6

**Phase Intergreens Matrix**

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	-	7	7	7
	B	6		6	8	7	8
	C	-	6		7	7	7
	D	8	8	8		-	-
	E	14	14	14	-		-
	F	8	8	8	-	-	

**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

**Prohibited Stage Change**

		To Stage		
		1	2	3
From Stage	1		6	7
	2	6		8
	3	14	14	

**Phases in Stage**

Stage No.	Phases in Stage
1	A C
2	B
3	D E

**Give-Way Lane Input Data**

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (A19 NB)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

**Lane Input Data**

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A19 SB)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
2/1 (Skipwith Road)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	10.00
											Arm 6 Left	20.00
3/1 (A19 NB)	O	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

**Lane Saturation Flows**

FG1: 'AM Peak'

Scenario 1: 'Scenario 1' (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A19 SB)	3.00	0.00	Y	Arm 5 Left	10.00	16.0 %	1870	1870
				Arm 6 Ahead	Inf	84.0 %		
2/1 (Skipwith Road)	3.00	0.00	Y	Arm 4 Right	10.00	91.8 %	1674	1674
				Arm 6 Left	20.00	8.2 %		
3/1 (A19 NB)	3.00	0.00	Y	Arm 4 Ahead	Inf	98.4 %	1913	1913
				Arm 5 Right	20.00	1.6 %		
4/1				Infinite Saturation Flow			Inf	Inf
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf

**Scenario 2: 'Scenario 2'** (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A19 SB)	3.00	0.00	Y	Arm 5 Left	10.00	18.3 %	1864	1864
				Arm 6 Ahead	Inf	81.7 %		
2/1 (Skipwith Road)	3.00	0.00	Y	Arm 4 Right	10.00	93.8 %	1672	1672
				Arm 6 Left	20.00	6.2 %		
3/1 (A19 NB)	3.00	0.00	Y	Arm 4 Ahead	Inf	99.0 %	1914	1914
				Arm 5 Right	20.00	1.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

**FG1: 'AM Peak'**

**Scenario 1: 'Scenario 1'** (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A19 SB)	3.00	0.00	Y	Arm 5 Left	10.00	16.0 %	1870	1870
				Arm 6 Ahead	Inf	84.0 %		
2/1 (Skipwith Road)	3.00	0.00	Y	Arm 4 Right	10.00	91.8 %	1674	1674
				Arm 6 Left	20.00	8.2 %		
3/1 (A19 NB)	3.00	0.00	Y	Arm 4 Ahead	Inf	98.4 %	1913	1913
				Arm 5 Right	20.00	1.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

**Scenario 2: 'Scenario 2'** (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A19 SB)	3.00	0.00	Y	Arm 5 Left	10.00	18.3 %	1864	1864
				Arm 6 Ahead	Inf	81.7 %		
2/1 (Skipwith Road)	3.00	0.00	Y	Arm 4 Right	10.00	93.8 %	1672	1672
				Arm 6 Left	20.00	6.2 %		
3/1 (A19 NB)	3.00	0.00	Y	Arm 4 Ahead	Inf	99.0 %	1914	1914
				Arm 5 Right	20.00	1.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

**Traffic Flow Groups**

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak'	08:00	09:00	01:00	
2: 'PM Peak'	17:00	18:00	01:00	

**Traffic Flows, Desired**

**FG1: 'AM Peak'**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	83	435	518
	B	167	0	15	182
	C	558	9	0	567
	Tot.	725	92	450	1267

**FG2: 'PM Peak'**

**Desired Flow :**

		Destination			
		A	B	C	Tot.
Origin	A	0	122	545	667
	B	91	0	6	97
	C	477	5	0	482
	Tot.	568	127	551	1246

**Stage Timings**

**Scenario 1: 'Scenario 1'** (FG1: 'AM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	1	2	1	2
Duration	37	7	6	16	12	37	13
Change Point	0	43	56	70	100	118	161

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	N/A	-	-		-	-	-	-	-	-	57.4%
<b>Unnamed Junction</b>	-	-	N/A	-	-		-	-	-	-	-	-	57.4%
1/1	A19 SB Left Ahead	U	N/A	N/A	A		3	90	-	518	1870	966	53.6%
2/1	Skipwith Road Right Left	U	N/A	N/A	B		3	32	-	182	1674	326	55.9%
3/1	A19 NB Ahead Right	O	N/A	N/A	C		3	90	-	567	1913	988	57.4%
4/1		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	9	0	0	4.3	1.9	0.0	6.2	-	-	-	-
<b>Unnamed Junction</b>	-	-	9	0	0	4.3	1.9	0.0	6.2	-	-	-	-
1/1	518	518	-	-	-	1.5	0.6	-	2.1	14.4	7.9	0.6	8.5
2/1	182	182	-	-	-	1.1	0.6	-	1.7	34.3	2.7	0.6	3.4
3/1	567	567	9	0	0	1.7	0.7	0.0	2.4	15.0	8.8	0.7	9.5
4/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 56.9		56.9		Total Delay for Signalled Lanes (pcuHr): 6.17		6.17		Cycle Time (s): 180		
			PRC Over All Lanes (%): 56.9		56.9		Total Delay Over All Lanes(pcuHr): 6.17		6.17				

**Stage Timings**

**Scenario 2: 'Scenario 2'** (FG2: 'PM Peak', Plan 1: 'Network Control Plan 1')

Stage	1	2	3	1	2	1	2
Duration	42	7	6	22	7	37	7
Change Point	0	48	61	75	111	124	167

**Network Results**

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
<b>Network</b>	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
<b>Unnamed Junction</b>	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
1/1	A19 SB Left Ahead	U	N/A	N/A	A		3	101	-	667	1864	1077	61.9%
2/1	Skipwith Road Right Left	U	N/A	N/A	B		3	21	-	97	1672	223	43.5%
3/1	A19 NB Ahead Right	O	N/A	N/A	C		3	101	-	482	1914	1106	43.6%
4/1		U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	5	0	0	3.6	1.6	0.0	5.2	-	-	-	-
<b>Unnamed Junction</b>	-	-	5	0	0	3.6	1.6	0.0	5.2	-	-	-	-
1/1	667	667	-	-	-	1.8	0.8	-	2.6	14.1	11.5	0.8	12.3
2/1	97	97	-	-	-	0.6	0.4	-	1.0	38.2	1.6	0.4	1.9
3/1	482	482	5	0	0	1.1	0.4	0.0	1.5	11.3	7.1	0.4	7.5
4/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		45.3	Total Delay for Signalled Lanes (pcuHr):			5.16	Cycle Time (s): 180			
			PRC Over All Lanes (%):		45.3	Total Delay Over All Lanes(pcuHr):			5.16				



Registered in England & Wales  
Co No: 4104802

VAT No: 399 4601 07

#### Registered Office

Suite E8 Joseph's Well  
Hanover Walk  
Leeds LS3 1AB

Telephone: 0113 246 1555

Email: [highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

#### London Office

Suites 17 & 18 Lighterman House  
26-36 Wharfdale Road  
London N1 9RY

Telephone: 0203 077 2162

Website: [www.bryanghall.co.uk](http://www.bryanghall.co.uk)



# **Land to the North of Escrick**

## **Report on Transport Issues - Addendum**

July 2014

LAND TO THE NORTH OF ESCRICK

ON BEHALF OF  
LINDEN HOMES

**REPORT ON TRANSPORT ISSUES**

Bryan G Hall  
Consulting Civil & Transportation Planning Engineers  
Suite E8, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

Ref: 13-431-003.02

July 2014

Report Reference No: 13-431-003.02

	Name	Signed	Date
Report prepared by	Martin Crabtree		16/7/14
Report checked by	David Bell		16/7/14

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## 1.0 INTRODUCTION

- 1.1 This Report forms part of representations by Linden Homes that the site known as “Land to the North of Escrick” shown at Appendix BGH1 should be allocated in the emerging York City Local Plan for residential use. This report is an addendum to the report dated February 2014 “Report on Transport Issues” produced by this practice.
- 1.2 A smaller area of the site is currently proposed to be allocated (City of York Local Plan Further Sites Consultation Report June 2014) for 107 dwellings which is supported. This document has been produced to reinforce earlier submissions that a larger site is suitable for residential development. A potential layout of the site is illustrated on the plan at Appendix BGH1.
- 1.3 The ‘Further Sites Consultation’, which seeks views on the merits of additional sites submitted following the consultation of July 2013, such as the subject site, provides at Appendix 2 Technical Officer Assessments of sites including ‘Land to the north of Escrick which is attached at Appendix BGH2. CYC concludes that the site currently ‘Passed Technical Officer Comments with a reduced boundary” i.e. the smaller site (107 dwellings).
- 1.4 Our initial report supported the land owners original proposals for the site. This Report has been prepared at the request of the Council to identify the additional benefits of the larger site over the smaller site currently proposed to be allocated by the Council and to confirm that there are no transport/highways constraints.

## 2.0 SUSTAINABLE DEVELOPMENT

- 2.1 It is accepted by the Council the proposed site is in an accessible location. The proposal for a residential development would be in accordance with the requirements set out in the Preferred Options Local Plan document. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by residents of the development to ensure that sustainable transport modes are maximised. The site is located with retail, employment, leisure and educational facilities nearby to again minimise journey lengths.
- 2.2 With the exception of the cycle time to a railway station the site meets all the requirements as set out in Policy T1.
- 2.3 In summary, the site is well served by existing public transport and is accessible both on foot and by cycle to the range of facilities in the area. The sustainable transport options will be enhanced with the implementation of a site-wide Travel Plan.
- 2.4 Further to the information provided in the original Report the promoter of the site has negotiated two additional pedestrian access points from the site.
- 2.5 The first is located from the site through to the A19 Selby Road to the north of the Skipwith Road/A19 Selby Road junction, as shown on the masterplan at Appendix BGH1. This will provide an additional more direct route to the A19 for pedestrians and make the bus services that operate along the A19 more accessible, together with the existing services identified in the original report.
- 2.6 The second is the provision of a pedestrian link from the site to the Petrol Filling Station (PFS) on the A19. The PFS, which also includes a convenience store, has planning permission to redevelop and relocate the convenience store to the southern boundary and as part of the scheme the owner has agreed to provide a link to the proposed residential development. This will make it easier for residents to access the convenience store on foot and help to minimise trips by the private car.

### 3.0 DEVELOPMENT ACCESS AND LAYOUT

- 3.1 The site frontage onto New Road (The Old Mine Road) allows vehicular access in the form of a simple priority controlled junction to serve the smaller allocation (107 dwellings), however, this would be located some 350 metres from the A19 junction. With the larger allocation (168 dwellings) there would be sufficient site frontage to allow two points of access onto New Road, one in the same position for the smaller allocation and the other 90 metres from the A19 junction. This would lead to a greater dispersion of traffic movement within the site to the benefit of residential amenity.
- 3.2 The junctions identified in the original report have been designed in accordance with the Design Manual for Roads and Bridges TD42/95 Geometric Design of Major/Minor Priority Junctions and the City of York Council Highway Design Guide.
- 3.3 The provision of two vehicular site accesses, as part of the larger scheme, would allow additional opportunities and benefits such as allow the accesses to be linked thus providing increase permeability for the residents in accordance with current guidance in Manual for Streets and Manual for Streets 2.
- 3.4 The site frontage onto A19 will also provide for direct/convenient pedestrian and cyclist linkages onto the existing network (together with those additional points identified in Section 2). These access points will provide more direct/convenient pedestrian/cyclist linkages compared with the vehicle access arrangements. The development therefore offers the opportunity for priority to be given to pedestrians, cyclists and public transport users in terms of access.

## 4.0 DEVELOPMENT IMPACT

- 4.1 Due to the current absence of locally validated trip rates for the site, the 85<sup>th</sup> percentile trip rates used by CYC in their strategic modelling as outlined in Table 4.1 below have been used to ascertain the potential trip generation for the site and hence provides a robust assessment methodology.

**Table 4.1- Comparison of Residential Vehicle Trip Rates per Dwelling**

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
CYC Strategic Modelling Average	0.15	0.41	0.56	0.38	0.23	0.61
CYC Strategic Modelling 85 <sup>th</sup> percentile	0.13	0.71	0.84	0.67	0.18	0.85

- 4.2 Table 4.2 below compares the quantum of peak hour vehicle trips likely to be generated by either the smaller allocation 107 dwellings or the larger site 168 dwellings.

**Table 4.2– Vehicle Trips Generated**

Development	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
107 dwellings	14	76	90	72	19	91
168 dwellings	22	119	141	113	30	143

- 4.3 In order to establish a likely distribution pattern of traffic generated by the development site, travel patterns from the 2001 census data (as this data is currently not available for the 2011 census), have been analysed. From this data an assessment has been made of the likely distribution of the peak hour traffic from the site assuming that the travel to work patterns will be broadly similar to those documented within the 2001 census.

4.4 For traffic impact assessment purposes, and to be consistent with the Local Plan period, the impact of development generated traffic at 2030 has therefore been considered. In the absence of the development the forecast baseline flows at 2030 have been calculated using the methodology outlined below:

- The 2012 surveyed flows from the North Selby Mine application have been factored to 2030 using adjusted Tempro traffic growth factors
- The Tempro traffic growth factors have been adjusted on the basis that 22,000 homes and 16,000 jobs are planned for in the City of York district (rural)
- The application of Tempro traffic growth factors assumes there are no capacity constraints on the surrounding highway network and there is no 'peak hour spreading' effects

4.5 The derived Tempro adjusted growth factors output are attached at Appendix BGH3 and summarised below:

**Table 4.4 Summary of Tempro Adjusted Growth Factors**

Time Period	AM Peak Period	PM Peak Period
2012 to 2030	1.2899	1.2911

4.6 These factors have been applied to the 2012 surveyed flows to give 2030 Baseline Flows. The flows from the North Selby Mine scheme have then been applied to the 2030 Baseline flows.

4.7 The assigned development generated trips for both the 107 dwelling scheme and the 168 dwelling scheme have been added to the 2030 Baseline flows at to give 2030 Predicted Flows for both schemes.

4.8 The New Road/A19 junction has been tested with the traffic likely to be generated by both the 107 dwelling scheme and the 168 dwelling scheme. This capacity assessment exercise has demonstrated that the existing New Road/A19 junction has sufficient capacity to accommodate the forecast peak hour traffic flows in both scenarios and results in the tables below demonstrate that there is no significant difference to the operation of the junction with the additional dwellings. The outputs are attached at Appendix BGH4.

**Table 4.5 – New Road/A19  
PICADY Summary Results**

107 Dwellings	2030 Predicted AM Peak		2030 Predicted PM Peak	
	RFC	Q	RFC	Q
New Road	0.19	1	0.67	2
A19 Right Turn	0.08	1	0.11	1

**Table 4.6 – New Road/A19  
PICADY Summary Results**

168 Dwellings	2030 Predicted AM Peak		2030 Predicted PM Peak	
	RFC	Q	RFC	Q
New Road	0.29	1	0.77	3
A19 Right Turn	0.08	1	0.18	1

4.9

Based on the trip distribution described earlier and in accordance with the City of York Councils guidelines there is a requirement to identify the junctions that development related trips would exceed 50 two-way trips in either peak. A comparison exercise has been undertaken and it has been demonstrated that there would be no difference in the number of junctions that the larger site would impact upon over and above that of the small site. The distribution is broadly 55% north and 45% south and following this distribution the junctions that have in excess of 50 two way trips are the following:

- New Road/A19
- Wheldrake Lane/A19
- A19/A64 Fulford Interchange

4.10

It is acknowledged that a Transport Assessment and Travel Plan are required for the site; however, given the highly sustainable location and the minimal trip generation of the site these documents would be produced at the appropriate time i.e. as part of a planning application.

- 4.11                    Given the above in terms of providing access, therefore, it can be concluded that there would be no significant impact as a result of the additional houses and the larger site could be brought forward with a high degree of certainty.

## 5.0 SUMMARY AND CONCLUSIONS

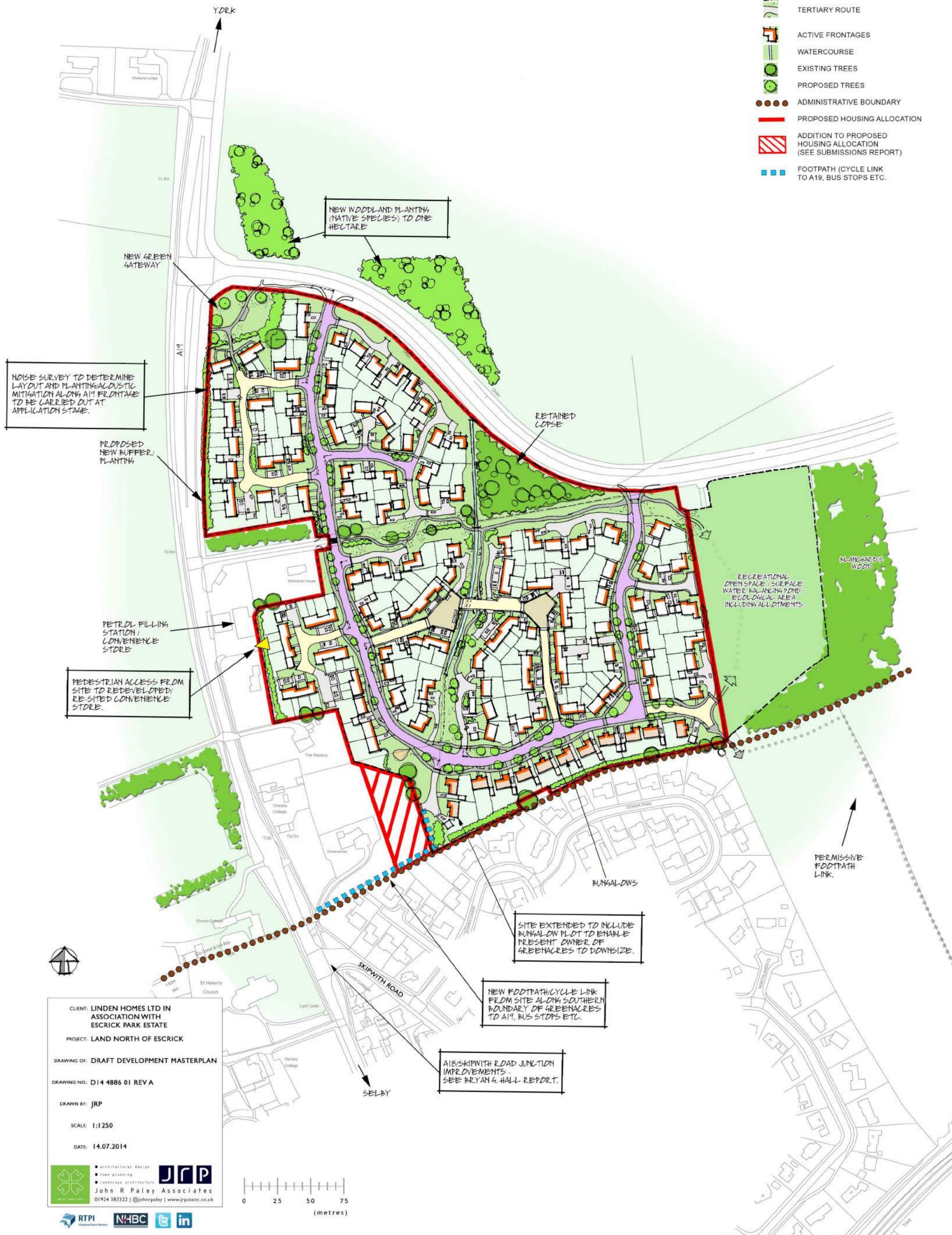
- 5.1 This Addendum Report forms part of representations by Linden Homes that the site known as “Land to the North of Escrick” should be allocated in the emerging York City Local Plan for residential use. A smaller area of the site is currently proposed to be allocated (City of York Local Plan Preferred Options Report June 2013) for 107 dwellings which is supported, however, this document has been produced to reinforce earlier submissions that a larger portion of the site is suitable for residential development (168 dwellings).
- 5.2 The proposal for a residential development would be in accordance with the requirements set out in the relevant policy documents. The location of the site is such that it benefits from existing public transport, walking and cycling facilities which could be utilised by residents of the development to ensure that the use of sustainable transport modes is maximised. Further to the information provided in the original Report the promoter of the site has negotiated two additional pedestrian access points from the site. The site is within the guideline distances specified to relevant services as set out by the Institution of Highways and Transportation.
- 5.3 This Report demonstrates that safe and satisfactory access can be provided that can readily accommodate the traffic generated by the proposed development without detriment to road safety or the convenience of other road users. The capacity assessment exercise has demonstrated that the existing New Road/A19 junction has sufficient capacity to accommodate the forecast peak hour traffic flows in both scenarios and it has been demonstrated that there is no significant difference to the operation of the junction with the additional dwellings.
- 5.4 The New Road/A19 junction is a high standard junction layout that conforms to Design Manual for Roads and Bridges and has been designed to facilitate safe movement by all vehicle types including larger sized heavy goods vehicles. The geometric layout of the junction allows drivers to wait safely in the central reserve when either turning right out of New Road or right into New Road simultaneously. Within the central reserve area there are opportunities to rationalise the waiting areas for vehicles through the implementation of a further road marking scheme.
- 5.5 In summary this report has clearly demonstrated the Land to the North of Escrick site is in a sustainable location that is well served by existing high quality and high capacity infrastructure. It is concluded therefore that the larger proposed residential development allocation of the site would not result in demonstrable

harm to the operation of the transport network. There are therefore no transport reasons why the larger site should not be allocated for resident development within the Local Plan.

- 5.6 Development of the site as proposed would be entirely consistent with the vision of LTP3 which, inter alia, seeks to enable everyone to undertake their activities in a sustainable manner, including providing sustainable links with adjacent areas.

# **APPENDIX BGH 1**

-  PRIMARY ROUTE
-  SECONDARY ROUTE
-  TERTIARY ROUTE
-  ACTIVE FRONTAGES
-  WATERCOURSE
-  EXISTING TREES
-  PROPOSED TREES
-  ADMINISTRATIVE BOUNDARY
-  PROPOSED HOUSING ALLOCATION
-  ADDITION TO PROPOSED HOUSING ALLOCATION (SEE SUBMISSIONS REPORT)
-  FOOTPATH (CYCLE LINK TO A19, BUS STOPS ETC.)



NOISE SURVEY TO DETERMINE LAYOUT AND PLANTING/ACOUSTIC MITIGATION ALONG A19 FRONTAGE TO BE CARRIED OUT AT APPLICATION STAGE.

PROPOSED NEW BUFFER PLANTING

PETROL FILLING STATION / CONVENIENCE STORE

PEDESTRIAN ACCESS FROM SITE TO REDEVELOPED/RE-SITED CONVENIENCE STORE.

NEW WOODLAND PLANTING (NATIVE SPECIES) TO ONE HECTARE

RETAINED COPSE

RECREATIONAL OPEN SPACE / SURFACE WATER BALANCING POND / ECODUCAL AREA INCLUDING ALLOTMENTS.

BLANCHARD'S WOOD

PERMISSIVE FOOTPATH LINK

BUNGALOWS

SITE EXTENDED TO INCLUDE BUNGALOW PLOT TO ENABLE PRESENT OWNER OF GREENACRES TO DOWNSIZE.

NEW FOOTPATH/CYCLE LINK FROM SITE ALONG SOUTHERN BOUNDARY OF GREENACRES TO A19, BUS STOPS ETC.

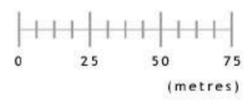
A18/SKIPWITH ROAD JUNCTION IMPROVEMENTS - SEE BRYAN G. HALL REPORT.



CLIENT: LINDEN HOMES LTD IN ASSOCIATION WITH ESCRICK PARK ESTATE  
 PROJECT: LAND NORTH OF ESCRICK  
 DRAWING OF: DRAFT DEVELOPMENT MASTERPLAN  
 DRAWING NO: D14 4886 01 REV A  
 DRAWN BY: JRP  
 SCALE: 1:1250  
 DATE: 14.07.2014




  
 John R Paley Associates  
 01924 383322 | @johnrpaley | www.jrpassoc.co.uk



# **APPENDIX BGH 2**

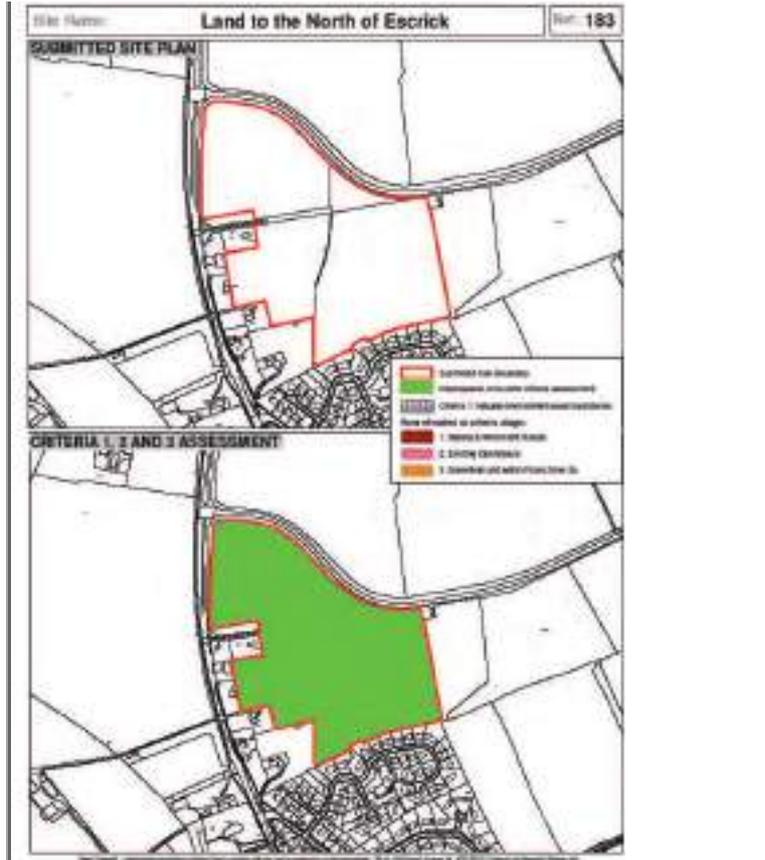
# Criteria 1 to 4 Analysis

Site: 183

## Land to the north of Escrick

Source:  
Previously  
Rejected Site

Submitted For: Housing



Submitted Size: 9.665949196

### Technical Analysis

### Evidence/Mitigating Factors

#### Criteria 1 - Primary Constraints

Flood Zone 3b:	No
Historic Character:	No
Ancient Woodland:	No
Regional GI Corridor :	No
National Conservation:	No
SINC:	No
Local Nature Conservation	No
Site Size Remaining:	9.665949152

Floodrisk Evidence:	N/A
Landscape Evidence:	Yes
Habitat Evidence:	Yes

Pass

#### Criteria 2 - Openspace

Openspace:	No
Site Size remaining:	9.665949152

Openspace Evidence:	N/A
---------------------	-----

Pass

#### Criteria 3 - Greenfield 3A

Greenfield/Brownfield:	Greenfield
Greenfield Within 3a:	No
Site Size Remaining:	9.665949152

Floodrisk Evidence:	N/A
---------------------	-----

Pass

#### Criteria 4 - Residential Access to Services

Pass Stage 1

Pass

**Pass Criteria 1234 - Move to Technical Officer Comments Stage**

# Technical Officer Assessment

Site: 183

## Land to the north of Escrick

Submitted For: Housing

### TRANSPORT

Access to the northern part of the site would be off New Road, which is a private road with potential high levels of freight vehicle usage related to North Selby Mine. Footpath link to Escrick village, school and shops on plan - no public rights of way are obvious. There are issues around the viability of bus services influencing travel in this location. Bus link from Designer Outlet is not a sustainable distance away. Pressures on A19 corridor. Frontage to A19 part of site and wider network connections (door to door journeys) needs to be more appealing to pedestrians/cyclists. If the developable area decreased to not include the parcel of land at the top of the site, access would still be required off the private road, however this would change where the access was located on the private road. It would need to be ensured that there was efficient land assembly to provide this access. It is unlikely that a safe direct access off the A19 to the site can be provided due to the proximity of the existing junction of the private road with the A19.

Amber

### GEO-ENVIRONMENTAL CONSIDERATIONS

Contamination: No particular concerns regarding land contamination at this site. However, the developer must undertake an appropriate assessment of the ground conditions.

Green

Air Quality: Unlikely to be major air quality impacts. Standard air quality requirements including electric vehicle recharge infrastructure. As the site adjoins the A19, careful consideration will need to be given to the site design to ensure that residential uses are set back from the carriageway. Orientation of habitable rooms, away from the carriageway facade, may also need to be considered.

Amber

Noise: Due to the proximity of the A19 a traffic noise impact assessment will be required and mitigation measures identified. In addition there is the potential for noise associated with the petrol filling station to affect the site. Whilst the North Selby Mine anaerobic digester and greenhouse has not been constructed consideration should be given on the potential impact of traffic.

Amber

Flood Risk: Site is greenfield therefore runoff rates must comply with the 1.4 l/sec/ha. Water course runs north-south and links to ditch in Escrick. Development layout does not consider current drainage. This site is located in flood zone 1. There is a foul sewer and rising main within the site.

Amber

Ecology: The site is arable land but the trees provide an interesting landscape. Needs a bat assessment.

Amber

### HISTORIC ENVIRONMENT, LANDSCAPE AND DESIGN

Heritage/ Archaeology: A desk based archaeological assessment has been submitted however, there is a requirement for an archaeological evaluation of the site to identify archaeological features and deposits.

Amber

Landscape/ Design: There are connectivity issues with the village - the site is isolated by the built environment without using the A19. Frontage to A19 needs to be more appealing with green buffer and possible cycle path. Needs strong links to Escrick. There is a good line of mature trees through the site which should be retained. It is considered that the site area should be reduced to follow the field boundary in line with the existing extent of the buildings along the A19 so that the development area is more proportional to the size of the existing village and also to reduce the impact on the gap preventing coalescence between Escrick and Deighton.

Amber

Openspace/  
Recreation:

Not a particularly healthy location. Trying to integrate open space well on site but there are issues surrounding access to services off site.

Amber

## CONCLUSIONS

Summary:

This site is considered potentially suitable for development however there are issues regarding footpaths/public right of ways into Escrick, connectivity with the rest of the village, sustainable transport access, drainage and noise impacts from the A19. It is considered that the site area should be reduced to follow the field boundary in line with the existing extent of the buildings along the A19 so that the development area is more proportional to the size of the existing village and also to reduce the impact on the gap preventing coalescence between Escrick and Deighton.

Amber

Outcome:

**Passed Technical Officer Comments with reduced boundary**

Amber

# **APPENDIX BGH 3**



Select data type

Growth factors  
 Future year minus base year  
 Base year data  
 Future year data

Car Driver Combined Modes

Area Description

Level

Authority

### Results

#### Alternative Assumptions Applied

NTM Traffic Growth Calculations

**1: Select NTM Dataset:**

NTM Dataset Description	From	To
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

**2: Select Areas to make up the geographic region:**

York

**3. Select area type:**

Urban  
 Rural  
 All

**4. Select road type:**

Motorway  
 Trunk  
 Principal  
 Minor  
 All

**5. Select which area it serves:**

Region  
 England

**Calculate the adjusted local growth figure**

**Results**

Level	Area	Local Growth Figure
Authority	York	1.2899

All Purposes	
	Destination
	1.1793

t Selections





Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Car Driver Combined Modes

Area Description

Level

Authority

### Results

#### Alternative Assumptions Applied

NTM Traffic Growth Calculations

← × 📄 ?

**1: Select NTM Dataset:**

NTM Dataset Description	From	To
▶ NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

**2: Select Areas to make up the geographic region:**

York

**3. Select area type:**

Urban  
 Rural  
 All

**4. Select road type:**

Motorway  
 Trunk  
 Principal  
 Minor  
 All

**5. Select which area it serves:**

Region  
 England

**Calculate the adjusted local growth figure**

**Results**

Level	Area	Local Growth Figure
Authority	York	1.2911

All Purposes	
	Destination
	1.1974

t Selections



# **APPENDIX BGH 4**

# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]  
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Filename: New Road-A19 Rev A.arc8  
Path: Y:\2013\13-426 to 13-450\13-431 Escrick, York\Technical  
Report generation date: 15/07/2014 15:07:05

## Summary of junction performance

AM				
	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 107 dwellings</b>				
Stream B-C	0.10	8.15	0.09	A
Stream B-A	0.22	17.68	0.19	C
Stream C-A	-	-	-	-
Stream C-B	0.08	7.59	0.08	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 107 dwellings, AM" model duration: 08:00 - 09:30  
"D2 - 107 dwellings, PM" model duration: 17:00 - 18:30  
"D3 - 168 dwellings, AM" model duration: 08:00 - 09:30  
"D4 - 168 dwellings, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.2.316 at 15/07/2014 15:07:05

## File summary

### File Description

Title	(untitled)
Location	
Site Number	
Date	04/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

## (Default Analysis Set) - 107 dwellings, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
107 dwellings, AM	107 dwellings	AM		ONE HOUR	08:00	09:30	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	11.43	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.43	✓	8.75	✓	4.70	100.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.00	5.91	4.42	✓	3.00	125	148

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B

1	B-A	774.711	0.106	0.267	0.168	0.381
1	B-C	772.038	0.106	0.268	-	-
1	C-B	803.798	0.279	0.279	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	950.00	100.000
B	ONE HOUR	✓	81.00	100.000
C	ONE HOUR	✓	1378.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	96.000	854.000
	B	42.000	0.000	39.000
	C	1343.000	35.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.52	0.00	0.48
	C	0.97	0.03	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000

B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	8.15	0.10	A
B-A	0.19	17.68	0.22	C
C-A	-	-	-	-
C-B	0.08	7.59	0.08	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.36	29.15	0.00	581.14	0.051	0.05	6.521	A
B-A	31.62	31.29	0.00	415.77	0.076	0.08	9.356	A
C-A	1011.08	1011.08	0.00	-	-	-	-	-
C-B	26.35	26.17	0.00	604.61	0.044	0.05	6.222	A
A-B	72.27	72.27	0.00	-	-	-	-	-
A-C	642.94	642.94	0.00	-	-	-	-	-

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.06	35.00	0.00	542.07	0.065	0.07	7.099	A
B-A	37.76	37.60	0.00	346.11	0.109	0.12	11.663	B
C-A	1207.33	1207.33	0.00	-	-	-	-	-
C-B	31.46	31.41	0.00	565.94	0.056	0.06	6.734	A
A-B	86.30	86.30	0.00	-	-	-	-	-
A-C	767.73	767.73	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	42.94	42.83	0.00	485.27	0.088	0.10	8.135	A
B-A	46.24	45.84	0.00	249.76	0.185	0.22	17.619	C
C-A	1478.67	1478.67	0.00	-	-	-	-	-
C-B	38.54	38.45	0.00	512.49	0.075	0.08	7.594	A
A-B	105.70	105.70	0.00	-	-	-	-	-
A-C	940.27	940.27	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	42.94	42.94	0.00	484.82	0.089	0.10	8.146	A
B-A	46.24	46.23	0.00	249.86	0.185	0.22	17.679	C
C-A	1478.67	1478.67	0.00	-	-	-	-	-
C-B	38.54	38.53	0.00	512.49	0.075	0.08	7.594	A
A-B	105.70	105.70	0.00	-	-	-	-	-
A-C	940.27	940.27	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.06	35.17	0.00	541.39	0.065	0.07	7.114	A
B-A	37.76	38.16	0.00	346.34	0.109	0.12	11.697	B

C-A	1207.33	1207.33	0.00	-	-	-	-	-
C-B	31.46	31.55	0.00	565.94	0.056	0.06	6.739	A
A-B	86.30	86.30	0.00	-	-	-	-	-
A-C	767.73	767.73	0.00	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.36	29.43	0.00	580.66	0.051	0.05	6.533	A
B-A	31.62	31.78	0.00	415.89	0.076	0.08	9.377	A
C-A	1011.08	1011.08	0.00	-	-	-	-	-
C-B	26.35	26.40	0.00	604.61	0.044	0.05	6.226	A
A-B	72.27	72.27	0.00	-	-	-	-	-
A-C	642.94	642.94	0.00	-	-	-	-	-

# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]  
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Filename: New Road-A19 Rev A.arc8  
Path: Y:\2013\13-426 to 13-450\13-431 Escrick, York\Technical  
Report generation date: 15/07/2014 15:08:14

## Summary of junction performance

PM				
	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 107 dwellings</b>				
Stream B-C	0.19	19.63	0.16	C
Stream B-A	1.82	63.31	0.67	F
Stream C-A	-	-	-	-
Stream C-B	0.13	12.09	0.11	B
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 107 dwellings, AM" model duration: 08:00 - 09:30  
"D2 - 107 dwellings, PM" model duration: 17:00 - 18:30  
"D3 - 168 dwellings, AM" model duration: 08:00 - 09:30  
"D4 - 168 dwellings, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.2.316 at 15/07/2014 15:08:14

## File summary

### File Description

Title	(untitled)
Location	
Site Number	
Date	04/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

## (Default Analysis Set) - 107 dwellings, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
107 dwellings, PM	107 dwellings	PM		ONE HOUR	17:00	18:30	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	44.21	E

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.43	✓	8.75	✓	4.70	100.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.00	5.91	4.42	✓	3.00	125	148

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B

1	B-A	821.970	0.112	0.283	0.178	0.404
1	B-C	724.348	0.099	0.251	-	-
1	C-B	803.798	0.279	0.279	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1525.00	100.000
B	ONE HOUR	✓	132.00	100.000
C	ONE HOUR	✓	921.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	42.000	1483.000
	B	100.000	0.000	32.000
	C	886.000	35.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.76	0.00	0.24
	C	0.96	0.04	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000

B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	19.63	0.19	C
B-A	0.67	63.31	1.82	F
C-A	-	-	-	-
C-B	0.11	12.09	0.13	B
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	24.09	23.85	0.00	418.63	0.058	0.06	9.113	A
B-A	75.29	74.29	0.00	372.90	0.202	0.25	12.017	B
C-A	667.03	667.03	0.00	-	-	-	-	-
C-B	26.35	26.12	0.00	484.04	0.054	0.06	7.857	A
A-B	31.62	31.62	0.00	-	-	-	-	-
A-C	1116.48	1116.48	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.77	28.66	0.00	354.38	0.081	0.09	11.049	B
B-A	89.90	89.11	0.00	285.67	0.315	0.45	18.241	C
C-A	796.50	796.50	0.00	-	-	-	-	-
C-B	31.46	31.37	0.00	421.98	0.075	0.08	9.214	A
A-B	37.76	37.76	0.00	-	-	-	-	-
A-C	1333.19	1333.19	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.23	34.87	0.00	227.92	0.155	0.18	18.613	C
B-A	110.10	105.15	0.00	165.10	0.667	1.68	56.209	F
C-A	975.50	975.50	0.00	-	-	-	-	-
C-B	38.54	38.34	0.00	336.17	0.115	0.13	12.080	B
A-B	46.24	46.24	0.00	-	-	-	-	-
A-C	1632.81	1632.81	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	35.23	35.19	0.00	218.49	0.161	0.19	19.634	C
B-A	110.10	109.57	0.00	165.19	0.667	1.82	63.307	F
C-A	975.50	975.50	0.00	-	-	-	-	-
C-B	38.54	38.53	0.00	336.17	0.115	0.13	12.094	B
A-B	46.24	46.24	0.00	-	-	-	-	-
A-C	1632.81	1632.81	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.77	29.16	0.00	351.31	0.082	0.09	11.189	B
B-A	89.90	95.28	0.00	286.01	0.314	0.47	19.367	C

<b>C-A</b>	796.50	796.50	0.00	-	-	-	-	-
<b>C-B</b>	31.46	31.65	0.00	421.98	0.075	0.08	9.227	A
<b>A-B</b>	37.76	37.76	0.00	-	-	-	-	-
<b>A-C</b>	1333.19	1333.19	0.00	-	-	-	-	-

### Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
<b>B-C</b>	24.09	24.21	0.00	417.91	0.058	0.06	9.148	A
<b>B-A</b>	75.29	76.14	0.00	372.89	0.202	0.26	12.167	B
<b>C-A</b>	667.03	667.03	0.00	-	-	-	-	-
<b>C-B</b>	26.35	26.44	0.00	484.04	0.054	0.06	7.870	A
<b>A-B</b>	31.62	31.62	0.00	-	-	-	-	-
<b>A-C</b>	1116.48	1116.48	0.00	-	-	-	-	-

# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]  
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: New Road-A19 Rev A.arc8  
Path: Y:\2013\13-426 to 13-450\13-431 Escrick, York\Technical  
Report generation date: 15/07/2014 15:08:59

## Summary of junction performance

AM				
	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 168 dwellings</b>				
Stream B-C	0.16	8.92	0.14	A
Stream B-A	0.41	20.42	0.29	C
Stream C-A	-	-	-	-
Stream C-B	0.09	7.69	0.08	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 107 dwellings, AM" model duration: 08:00 - 09:30  
"D2 - 107 dwellings, PM" model duration: 17:00 - 18:30  
"D3 - 168 dwellings, AM " model duration: 08:00 - 09:30  
"D4 - 168 dwellings, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.2.316 at 15/07/2014 15:08:59

## File summary

### File Description

Title	(untitled)
Location	
Site Number	
Date	04/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

## (Default Analysis Set) - 168 dwellings, AM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
168 dwellings, AM	168 dwellings	AM		ONE HOUR	08:00	09:30	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	13.28	B

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.43	✓	8.75	✓	4.70	100.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.00	5.91	4.42	✓	3.00	125	148

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B

1	B-A	778.295	0.106	0.268	0.169	0.383
1	B-C	768.422	0.105	0.266	-	-
1	C-B	803.798	0.279	0.279	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	954.00	100.000
B	ONE HOUR	✓	124.00	100.000
C	ONE HOUR	✓	1382.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	100.000	854.000
	B	66.000	0.000	58.000
	C	1343.000	39.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.53	0.00	0.47
	C	0.97	0.03	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000

B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	8.92	0.16	A
B-A	0.29	20.42	0.41	C
C-A	-	-	-	-
C-B	0.08	7.69	0.09	A
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	43.67	43.34	0.00	571.71	0.076	0.08	6.808	A
B-A	49.69	49.15	0.00	416.22	0.119	0.13	9.794	A
C-A	1011.08	1011.08	0.00	-	-	-	-	-
C-B	29.36	29.16	0.00	603.77	0.049	0.05	6.264	A
A-B	75.29	75.29	0.00	-	-	-	-	-
A-C	642.94	642.94	0.00	-	-	-	-	-

### Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	52.14	52.04	0.00	530.38	0.098	0.11	7.523	A
B-A	59.33	59.05	0.00	345.94	0.172	0.20	12.534	B
C-A	1207.33	1207.33	0.00	-	-	-	-	-
C-B	35.06	35.00	0.00	564.94	0.062	0.07	6.793	A
A-B	89.90	89.90	0.00	-	-	-	-	-
A-C	767.73	767.73	0.00	-	-	-	-	-

### Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	63.86	63.67	0.00	468.24	0.136	0.16	8.895	A
B-A	72.67	71.88	0.00	248.75	0.292	0.40	20.265	C
C-A	1478.67	1478.67	0.00	-	-	-	-	-
C-B	42.94	42.84	0.00	511.26	0.084	0.09	7.683	A
A-B	110.10	110.10	0.00	-	-	-	-	-
A-C	940.27	940.27	0.00	-	-	-	-	-

### Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	63.86	63.85	0.00	467.52	0.137	0.16	8.918	A
B-A	72.67	72.64	0.00	248.87	0.292	0.41	20.420	C
C-A	1478.67	1478.67	0.00	-	-	-	-	-
C-B	42.94	42.94	0.00	511.26	0.084	0.09	7.686	A
A-B	110.10	110.10	0.00	-	-	-	-	-
A-C	940.27	940.27	0.00	-	-	-	-	-

### Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	52.14	52.33	0.00	529.41	0.098	0.11	7.547	A
B-A	59.33	60.12	0.00	346.23	0.171	0.21	12.615	B

<b>C-A</b>	1207.33	1207.33	0.00	-	-	-	-	-
<b>C-B</b>	35.06	35.16	0.00	564.94	0.062	0.07	6.795	A
<b>A-B</b>	89.90	89.90	0.00	-	-	-	-	-
<b>A-C</b>	767.73	767.73	0.00	-	-	-	-	-

### Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
<b>B-C</b>	43.67	43.77	0.00	571.09	0.076	0.08	6.827	A
<b>B-A</b>	49.69	49.98	0.00	416.35	0.119	0.14	9.833	A
<b>C-A</b>	1011.08	1011.08	0.00	-	-	-	-	-
<b>C-B</b>	29.36	29.42	0.00	603.77	0.049	0.05	6.270	A
<b>A-B</b>	75.29	75.29	0.00	-	-	-	-	-
<b>A-C</b>	642.94	642.94	0.00	-	-	-	-	-

# Junctions 8

## PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]  
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Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

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Filename: New Road-A19 Rev A.arc8  
Path: Y:\2013\13-426 to 13-450\13-431 Escrick, York\Technical  
Report generation date: 15/07/2014 15:09:54

## Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
<b>A1 - 168 dwellings</b>				
Stream B-C	0.30	28.17	0.24	D
Stream B-A	2.73	90.89	0.77	F
Stream C-A	-	-	-	-
Stream C-B	0.22	13.33	0.18	B
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 107 dwellings, AM" model duration: 08:00 - 09:30  
"D2 - 107 dwellings, PM" model duration: 17:00 - 18:30  
"D3 - 168 dwellings, AM" model duration: 08:00 - 09:30  
"D4 - 168 dwellings, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.2.316 at 15/07/2014 15:09:53

## File summary

### File Description

Title	(untitled)
Location	
Site Number	
Date	04/02/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

## Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

## Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

## (Default Analysis Set) - 168 dwellings, PM

## Data Errors and Warnings

No errors or warnings

## Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

## Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
168 dwellings, PM	168 dwellings	PM		ONE HOUR	17:00	18:30	90	15		

# Junction Network

## Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	58.17	F

## Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

# Arms

## Arms

Arm	Name	Description	Arm Type
A	(untitled)		Major
B	(untitled)		Minor
C	(untitled)		Major

## Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.43	✓	8.75	✓	4.70	100.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

## Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	8.00	5.91	4.42	✓	3.00	125	148

## Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B

1	B-A	820.600	0.112	0.283	0.178	0.404
1	B-C	725.731	0.099	0.251	-	-
1	C-B	803.798	0.279	0.279	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Flows

### Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

## Entry Flows

### General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1547.00	100.000
B	ONE HOUR	✓	143.00	100.000
C	ONE HOUR	✓	940.00	100.000

## Turning Proportions

### Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	64.000	1483.000
	B	107.000	0.000	36.000
	C	886.000	54.000	0.000

### Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.75	0.00	0.25
	C	0.94	0.06	0.00

## Vehicle Mix

### Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

### Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000

B	0.000	0.000	0.000
C	0.000	0.000	0.000

# Results

## Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	28.17	0.30	D
B-A	0.77	90.89	2.73	F
C-A	-	-	-	-
C-B	0.18	13.33	0.22	B
A-B	-	-	-	-
A-C	-	-	-	-

## Main Results for each time segment

### Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.10	26.83	0.00	415.72	0.065	0.07	9.250	A
B-A	80.56	79.44	0.00	364.65	0.221	0.28	12.574	B
C-A	667.03	667.03	0.00	-	-	-	-	-
C-B	40.65	40.29	0.00	479.43	0.085	0.09	8.191	A
A-B	48.18	48.18	0.00	-	-	-	-	-
A-C	1116.48	1116.48	0.00	-	-	-	-	-

### Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	32.36	32.24	0.00	349.38	0.093	0.10	11.346	B
B-A	96.19	95.23	0.00	276.03	0.348	0.52	19.806	C
C-A	796.50	796.50	0.00	-	-	-	-	-
C-B	48.54	48.39	0.00	416.47	0.117	0.13	9.776	A
A-B	57.53	57.53	0.00	-	-	-	-	-
A-C	1333.19	1333.19	0.00	-	-	-	-	-

### Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	39.64	39.02	0.00	190.61	0.208	0.25	23.656	C
B-A	117.81	110.26	0.00	153.56	0.767	2.41	73.794	F
C-A	975.50	975.50	0.00	-	-	-	-	-
C-B	59.46	59.11	0.00	329.42	0.180	0.22	13.300	B
A-B	70.47	70.47	0.00	-	-	-	-	-
A-C	1632.81	1632.81	0.00	-	-	-	-	-

### Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	39.64	39.45	0.00	167.00	0.237	0.30	28.174	D
B-A	117.81	116.51	0.00	153.64	0.767	2.73	90.888	F
C-A	975.50	975.50	0.00	-	-	-	-	-
C-B	59.46	59.45	0.00	329.42	0.180	0.22	13.334	B
A-B	70.47	70.47	0.00	-	-	-	-	-
A-C	1632.81	1632.81	0.00	-	-	-	-	-

### Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	32.36	33.15	0.00	344.26	0.094	0.11	11.601	B
B-A	96.19	104.90	0.00	276.45	0.348	0.55	21.963	C

C-A	796.50	796.50	0.00	-	-	-	-	-
C-B	48.54	48.88	0.00	416.47	0.117	0.13	9.802	A
A-B	57.53	57.53	0.00	-	-	-	-	-
A-C	1333.19	1333.19	0.00	-	-	-	-	-

### Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.10	27.24	0.00	414.84	0.065	0.07	9.292	A
B-A	80.56	81.61	0.00	364.58	0.221	0.29	12.767	B
C-A	667.03	667.03	0.00	-	-	-	-	-
C-B	40.65	40.81	0.00	479.43	0.085	0.09	8.211	A
A-B	48.18	48.18	0.00	-	-	-	-	-
A-C	1116.48	1116.48	0.00	-	-	-	-	-

**BRYAN G HALL**  
(Limited liability company registered in England)

Registered in England & Wales  
Co No: 4104802

VAT No: 399 4601 07

**Registered Office**

Suite E8 Joseph's Well  
Hanover Walk  
Leeds LS3 1AB

Telephone: 0113 246 1555

Email: [highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

**London Office**

Suites 17 & 18 Lighterman House  
26-36 Wharfdale Road  
London N1 9RY

Telephone: 0203 077 2162

Website: [www.bryanghall.co.uk](http://www.bryanghall.co.uk)