



YORK

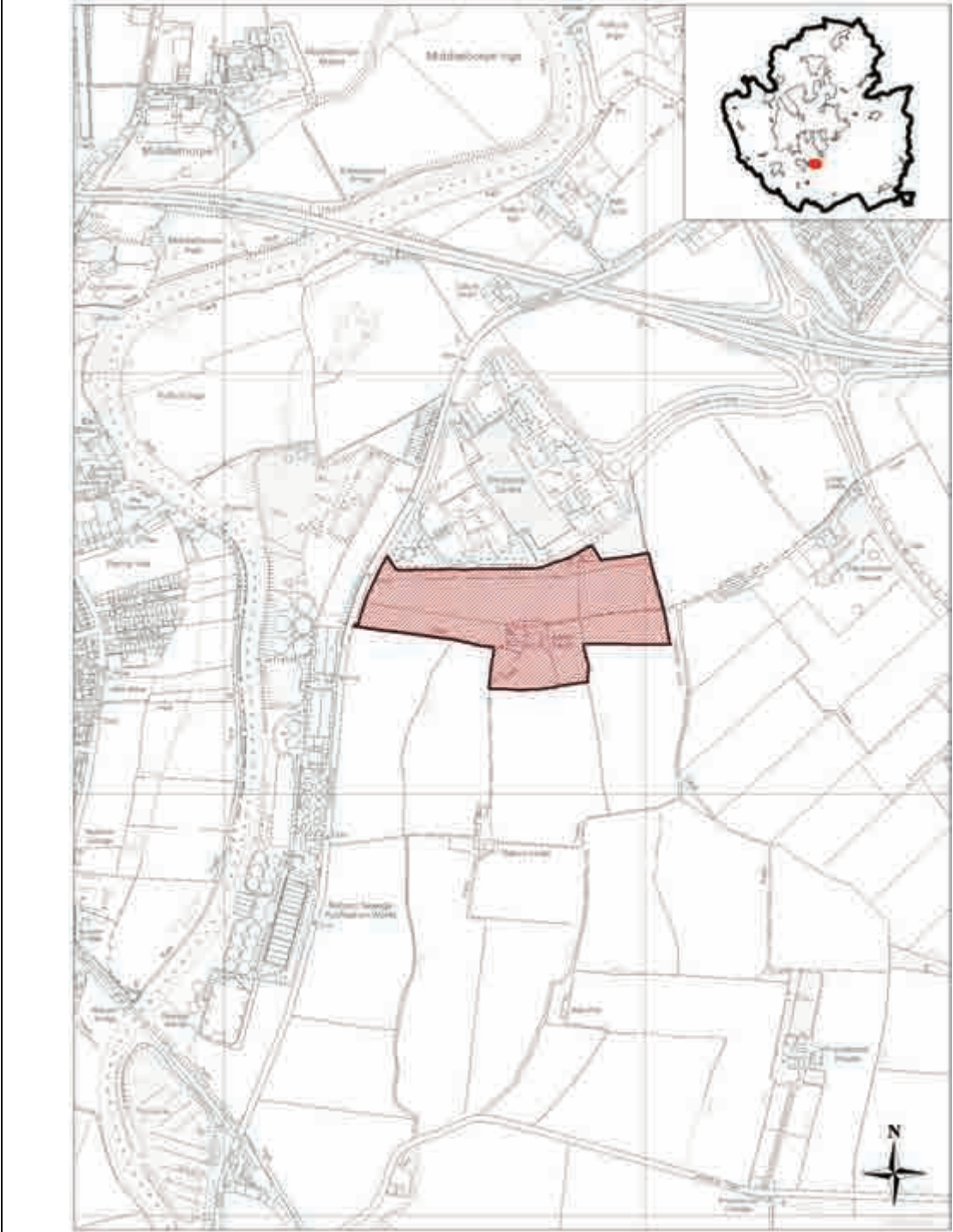
CITY OF YORK  
LOCAL PLAN  
Further Sites Consultation  
Appendix 11: Transport Site  
Assessment Proformas  
June 2014

## **Appendix 11: Transport Site Assessment Proformas**

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<b>Site Ref:</b>	800
<b>Site Name:</b>	<b>Land to the south of Designer Outlet.</b>
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<b>Submitted for:</b>	Potential Relocation of existing P&R
<b>Site Size:</b>	15.1Ha
<b>Assessment:</b> The Local Plan Preferred Options Policy T2 : Strategic Public Transport Improvements states that the Plan will pursue in the long-term, further expansion of Park & Ride services in the city (e.g.	

relocation and expansion of the 'Designer Outlet' Park & Ride facility). In addition the Proposals map shows the existing Designer Outlet Park & Ride site as one of five 'Existing Park & Ride Sites which may be expanded (T2)'.

Need to ensure sufficient land is assembled to provide suitable primary access off St Nicholas Avenue (including the southern leg of the Designer Outlet Car park loop, upgraded as necessary) to the expanded / relocated Park & Ride site and a possible bus access off Naburn Lane. Cycle access to the local cycle network should also be provided.

Implementation of the proposed bus priority measures on the A19 in (2014/15) will reduce journey times and improve journey time reliability for bus services including the Park & Ride service, thus making the Designer Outlet Park & Ride more attractive as a more sustainable mode of transport.

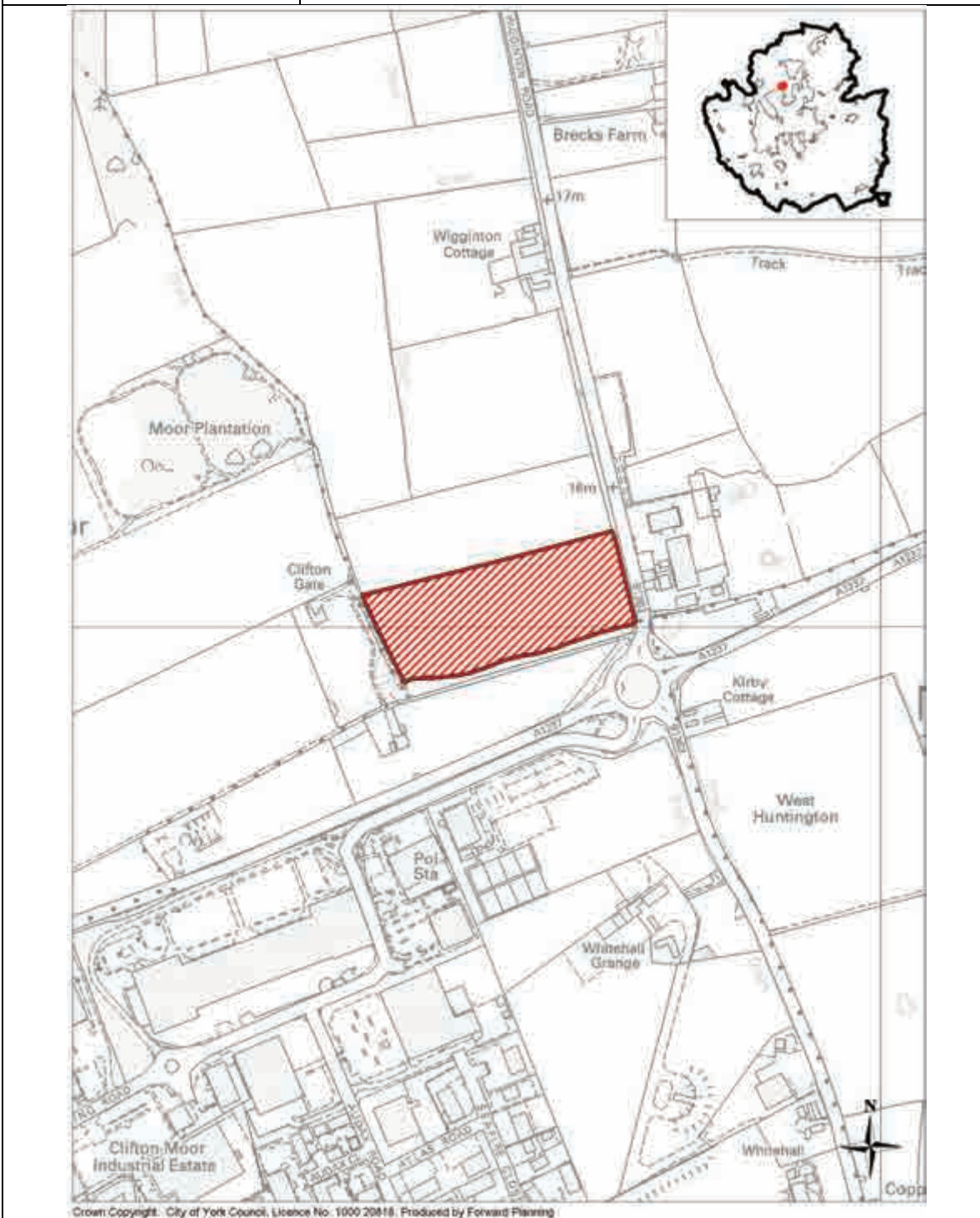
The site appears to be larger than would be required solely for a Park & Ride site, but other uses in addition to a Park & Ride site may be suitable within the overall site.

Park and Ride facilities are urban in nature and provision within the greenbelt may cause harm. Further detailed landscape and visual appraisal would be required.

An archaeological desk based assessment and evaluation consisting of a geophysical survey and archaeological trenches will be required to identify archaeological features and deposits. The historic environmental record indicates there is late prehistoric and Romano British archaeological features and deposits presented in the area to the south of the Designer Outlet.

<b>Conclusion:</b>	This site offers the opportunity to realise the further expansion of Park & Ride in the long term as set out in Policy T2. This site also offers the opportunity to realise this in the short-to-medium term.
<b>Recommendation:</b>	To include the site in the Local Plan as a potential Park and Ride Site subject to addressing landscape concerns.

<b>Site Ref:</b>	241
<b>Site Name:</b>	<b>Land North &amp; West of A1237/Wigginton Rd roundabout</b>



<b>Submitted for:</b>	Potential New P& R
<b>Site Size:</b>	3.6Ha
<b>Assessment:</b>	The public transport network in the northern part of York is in need of improvement and would benefit from the introduction of bus services

of equivalent quality to Park & Ride services.

The Local Plan Preferred Options Policy T2 : Strategic Public Transport Improvements states that the Plan will support the provision of a new Park & Ride site at Clifton Moor (B1363 Wigginton Road) in the Medium Term (2019-24). In addition the Proposals map shows an area of land to the south west of the A1237/B1363 junction as a 'Park and Ride opportunity Area'.

A new Park & Ride to the south-west of the A1237/B1363 junction was included in an early version of the Access York Phase 1 project, but was not included in the Best and Final Funding (BAFF) submission for Access York Phase 1.

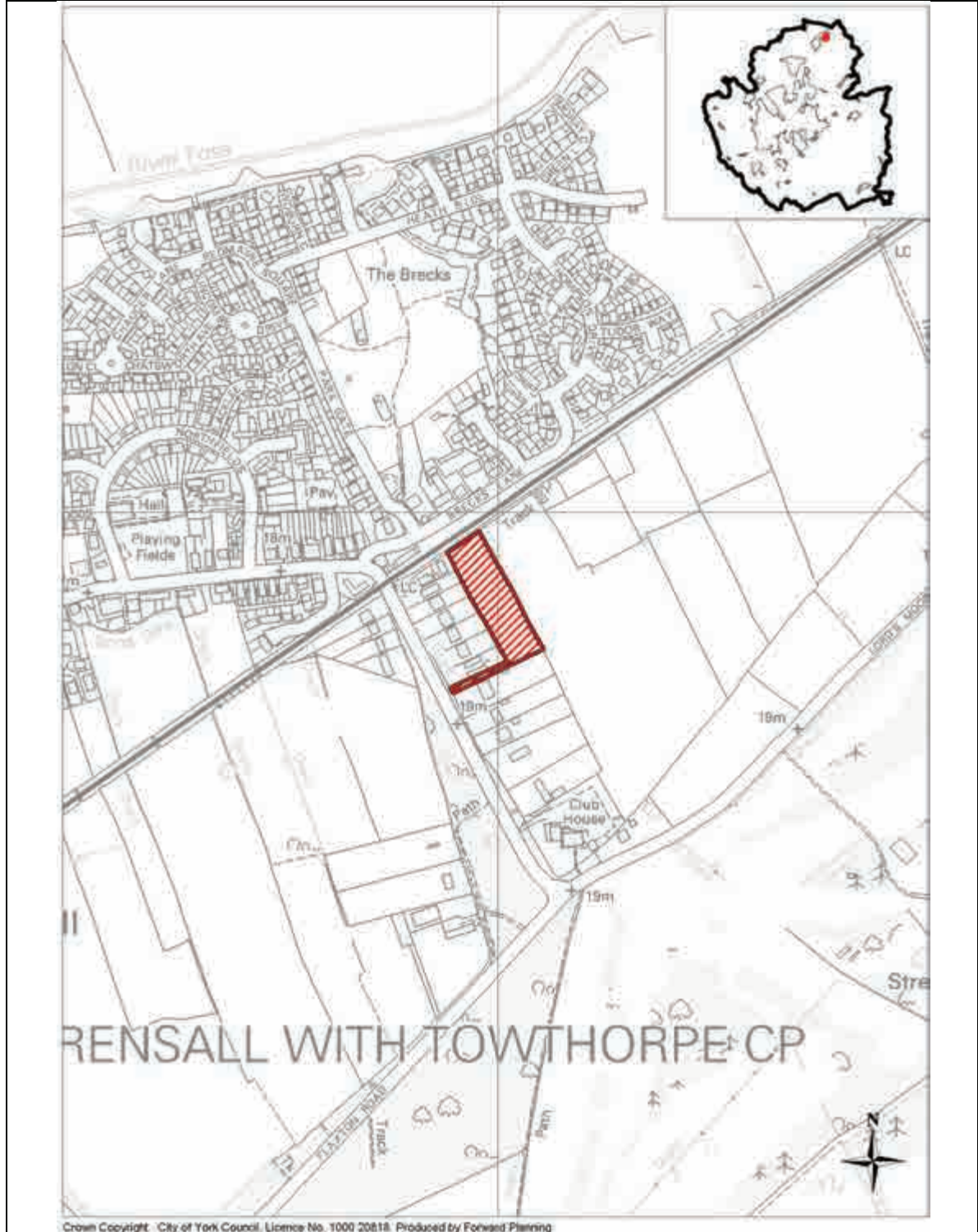
Both of the potential locations for a Park and Ride site (to the north-west or south-west of the A1237/B1363 junction) have advantages and disadvantages relative to each other and further work including an investigation of the impacts of the site NW of the A1237/B1363 on traffic queues at the junction and its approaches will be necessary to determine which one should be progressed.

The Development of Strategic Site ST14 provides an opportunity to 'help' the delivery of the Park & Ride on this site. However further work will need to be undertaken to determine more precisely how much 'help' development of Strategic site ST14 provides.

Park and Ride facilities are urban in nature and provision within the greenbelt may cause harm. Further detailed landscape and visual appraisal would be required.

<b>Conclusion:</b>	This site offers the opportunity to deliver (in conjunction with development of Strategic Site ST14) a Park & Ride facility in an area of York that requires a significant improvement in public transport.
<b>Recommendation:</b>	Include the site in the Local Plan as a potential Park and Ride site subject to addressing landscape concerns.

<b>Site Ref:</b>	260
<b>Site Name:</b>	<b>South of Southfields Road Strensall and land South of the village</b>



<b>Submitted for:</b>	Car Park (Strensall Rail Halt)
<b>Site Size:</b>	0.8Ha
<b>Assessment:</b>	Two locations for a potential rail station in Strensall (York Road and

Lords Moor Lane) have been considered in a previous study. It established that there is sufficient land available for a station and a relatively large car park at Lords Moor Lane, adding that with the acquisition of some adjacent agricultural land a larger Park and Ride facility would be feasible.

A later study stated that recent and expected future housing growth in Strensall, influenced the choice of station location which is to be on Lord's Moor Lane. The same report added that *'The Council are also considering providing additional car parking opposite the platform, with access off Lords Moor Lane.'*

If the station were to be built at Lords Moor Lane the site would provide for this car park sufficiently close to it.

The site east of Lords Moor Lane backs on to the gardens of residential properties, so it could be visually intrusive to residents if it is used as a car park.

The proposed location of a station within a site south of Strensall Village (H30, extended to the south-west as put forward in a representation) is approximately 900m walking distance from Moor lane. If a new station were to be built in this site, as proposed, the potential car park off Lords Moor lane would be too far away for it to be attractive to rail passengers to use it.

**Conclusion:**

Lords Moor Lane remains the preferred location for a new station at Strensall. The site east of Lords Moor Lane would provide for this car park sufficiently close to a new station if the station were to be built here.

The distance between an alternative new station in the site South of Strensall Village (extended westwards) and a car park in the site east of Lords Moor Lane would make it unattractive to rail passengers.

**Recommendation:**

The site east of Lords Moor Lane could be a suitable location for car parking, provided that the landowner is willing to provide the land for this purpose without a condition that the site south of Strensall Village (H30) is extended to the south west, and subject to suitable



	landscaping/screening being provided to the adjacent residential properties. Further assessment is required before the site can be included within the Local Plan.
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<b>Site Ref:</b>	253
<b>Site Name:</b>	<b>Site near Askham Bryan</b>
<b>Submitted for:</b>	Compressed Natural Gas (CNG) Station (and B8 Freight Consolidation Centre).
<b>Site Size:</b>	4.5 Ha
<p><b>Assessment :</b> An archaeological desk based assessment and evaluation will be required to identify archaeological features and deposits.</p> <p>The site has strategic views of the Minster and provides a panoramic</p>	

view of the city from its approach. Views of the Minster would need to be protected, which the developers have committed to doing. The scale and massing of any development would be critical to ensuring no significant landscape impact, if single storey building then this would reduce impact. Suitable screening of the site would be required to further reduce impacts. It is recognised that this site is a unique location in the City given the high pressure gas pipeline surfacing at ground level and if suitable building design and screening is provided then it could be supportable in landscape impact terms.

This site is an old arable field which is now reverting back to woodland. Similar sites have proved good bird habitats but it would be feasible to carry out mitigation elsewhere to re-establish habitats. A bird survey should be undertaken to check for breeding and migration. There may be an issue with the ditch on the northern side of the site. This feeds directly into Askham Bog Nature Reserve and therefore has the potential for contamination and influence hydrological flows which are extremely important to the Reserve. Any development will require an assessment to be made on the impact to the SSSI.

Site is greenfield therefore runoff rates must comply with the 1.4 l/sec/ha. This site is located in flood zone 1. Adjacent Pike Hills Drain runs into Askham Bogg.

A noise impact assessment would be required to consider the implications of the freight transshipment centre on nearby receptors.

Standard air quality requirements would be necessary for any development. Need to consider nearest 'residential' receptor and impact of possible additional HGV movements from the proposed freight transshipment use. This may not be an issue but would need to review access arrangements.

No particular concerns regarding land contamination at this site. However, the developer must undertake an appropriate assessment of the ground conditions.

The use of this site confined to a B8 Freight Consolidation Centre (with the CNG station) is supportable in principle from a transport strategy and highway network performance perspective, subject to:

- a) Provision of an evidence base (e.g. a business plan) to

<p>demonstrate the financial viability of the proposed use over the plan period. The evidence base is expected to:</p> <ol style="list-style-type: none"> <li>1. Include a development phasing plan, which shows how construction of the FCC is expected to match demand.</li> <li>2. Demonstrate that the proposal is financially viable and that it neither relies on other development on the site nor public sector funding to support its operation.</li> </ol> <p>b) Detailed Transport Assessment demonstrating that the implications of traffic distribution arising from the transfer of traffic to particular routes does not generate detrimental impacts for which it is not feasible to mitigate,</p> <p>c) Provision of an evidence base to substantiate anticipated reductions in freight (and emissions), particularly in the city centre,</p> <p>d) Presentation of achievable traffic management proposals which will 'lock in', the anticipated benefits,</p> <p>e) Transport Assessment demonstrating impacts on both the local and strategic highway network are manageable and can be mitigated,</p> <p>f) Travel Plan demonstrating realistic opportunities for journeys to work being undertaken by sustainable modes, and</p> <p>g) Appropriate Access to A1237, which it is expected will allow only limited turns (e.g. left in/left out).</p> <p>The development of the site is likely to cause traffic impacts due to use of existing access on A1237 and extent of traffic generation from the site. Therefore the developer will need to clearly demonstrate compliance with d) to f) above.</p>	
<b>Recommendation:</b>	To include the site in the Local Plan for a Compressed Natural Gas (CNG) refuelling Station and Freight Transshipment Centre (B8)