

## A59 Harrogate Road Park and Ride – Key Assessment Criteria – Annex D

### Location A (formerly 1A) – North east of the A59 / A1237 roundabout

Greenbelt (1)	Accessibility	Operation	Landscape / Visual Intrusion	Bus Priority Measures (2)	Potential Dual Use of Site / Service (3)	Environmental Issues (4) / Agriculture	Rail and Other Issues
<p>Location forms part of the Green Belt. See Note 1.</p> <p>With careful siting, design and landscaping development for Park &amp; Ride would not seriously compromise the purpose of including the land in the Green Belt.</p>	<p>Good access from A59 via 5<sup>th</sup> junction arm.</p> <p>Good access from A1237 via 5<sup>th</sup> junction arm.</p> <p>Reconstruction of A1237 / A59 roundabout and improvements to the approach roads required.</p>	<p>High potential to abstract users from vehicles approaching the location in all four directions with limited diversion.</p> <p>Usage figures would enable a viable Park and Ride site.</p>	<p>Location has intermittent views of York Minster from the A1237.</p> <p>Location screened from A59, but exposed on ring road. Existing view to location is over fields to industrial areas.</p> <p>Imposes on limited number of dwellings but would require landscape mitigation.</p>	<p>Bus access via Millfield Lane physically possible with bus gate at Low Poppleton Lane / Millfield Lane, but need to overcome Member and residents concerns</p> <p>Bus priority at the A59/ A1237 junction will be required. It may be possible for a separate bus access / egress to be located on A59 east of junction but limited road frontage.</p>	<p>Potential of dual use by businesses on York Business Park and Northminster Business Park.</p> <p>Bus services to location could extend to Poppleton.</p> <p>However, extending bus services to Poppleton / York Business Park would require buses running through fullest extent of location and new access onto Millfield Lane.</p> <p>Bus route could serve Northminster Business Park, Donnelley's and Holgate Park.</p>	<p>See Note 4.</p> <p>Likely to be only minimal air quality impact on surrounding housing. Prevailing winds would result in dispersion towards Millfield Lane Industrial Estate.</p> <p>Potential noise mitigation measures required to local properties.</p> <p>Location is near an old landfill site, impacts of gas should be considered. Part of area is known location for minor contamination and would require assessment.</p> <p>The location is predominantly Grade 2 Agricultural Land.</p>	<p>Potential future rail option</p> <p>Could reduce rat-running through Poppleton.</p>

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### Location B (formerly 1B) – South east of the A59 / A1237 roundabout

Greenbelt (1)	Accessibility	Operation	Landscape / Visual Intrusion	Bus Priority Measures (2)	Potential Dual Use of Site / Service (3)	Environmental Issues (4) / Agriculture	Rail and Other Issues
<p>Location forms part of the Green Belt. See Note 1.</p> <p>With careful siting, design and landscaping development for Park &amp; Ride would not seriously compromise the purpose of including the land in the Green Belt</p>	<p>Good access from A59 via a right slip.</p> <p>Moderate access from A1237 via a right slip off the A59.</p> <p>Reconstruction of A1237 / A59 roundabout and improvements the approach roads required.</p>	<p>High potential to abstract users from vehicles approaching the location in all four directions if diversion into the site from the A59 is kept to a minimum.</p> <p>Usage figures would enable a viable Park and Ride site.</p>	<p>Location forms view to residential edge of urban area and would require extensive landscape mitigation.</p> <p>Location screened from A59, but exposed on ring road.</p> <p>Visual intrusion for a number of properties set within the area</p>	<p>Bus access from A59 Boroughbridge Road would be preferable although road frontage is limited.</p>	<p>More limited although bus route could serve Donnelley's, Holgate Park and potential to serve Northminster Business Park.</p> <p>Severance due to the A59 and distance from the Harrogate rail line reduces scope for Park and Rail option.</p>	<p>See Note 4.</p> <p>Air quality - prevailing winds would result in dispersion mainly over open land.</p> <p>Potential noise impact likely to be at Sherwood Grove as other properties already experience high levels of noise.</p> <p>The location is predominantly Grade 2 and 3a Agricultural Land.</p>	<p>Possible landownership constraints could affect site size and location</p> <p>Severance due to the A59 and distance from the Harrogate railway line reduces scope for Park and Rail options</p>

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### Location C (formerly 4A) – North of Northminster Business Park

Greenbelt (1)	Accessibility	Operation	Landscape / Visual Intrusion	Bus Priority Measures (2)	Potential Dual Use of Site / Service (3)	Environmental Issues (4) / Agriculture	Rail and Other Issues
<p>Location forms part of the Green Belt. See Note 1.</p> <p>With careful siting, design and landscaping development for Park &amp; Ride would not seriously compromise the purpose of including the land in the Green Belt.</p> <p>Part of location (10ha) forms a potential allocation in the Local Plan for employment.</p> <p>Part of location forms a potential allocation in the Local Plan for open space.</p> <p>Potential for a park and ride site to be contiguous with Northminster business park and garden centre.</p>	<p>Good access from A59.</p> <p>Moderate access from A1237 as requires drivers to divert, although potential for car access direct from A1237 northbound to Northfield Lane.</p> <p>Would require major junction improvements at A59/ Northfield Lane.</p>	<p>High potential to attract users from vehicles approaching the location in all four directions.</p> <p>Usage figures would enable a viable Park and Ride site.</p> <p>Potential to attract users from Wetherby Road if utilise slip road off A1237.</p> <p>Potential patronage links with Northminster Business Park.</p>	<p>Location links well with Northminster Business Park and existing landscape could be improved through screening and landscaping from Park and Ride development.</p>	<p>Bus priority at the A59 / A1237 junction will be required otherwise the overall journey time may be unattractive to users.</p> <p>Bus priority measures required at the A59 / Northfield Lane junction.</p> <p>Separation of bus access and vehicle access desirable.</p>	<p>Potential scope for dual use of the bus service generated by employment arising from Northminster redevelopment.</p> <p>Bus route could serve Poppleton, Donnelley's and Holgate Park.</p>	<p>See Note 4.</p> <p>Air quality - prevailing winds would result in dispersion towards properties on Station Road and properties close to the A59 roundabout requiring wider monitoring.</p> <p>Limited impacts in terms of noise.</p> <p>The location is predominantly Grade 1 Agricultural Land.</p>	<p>Potential future rail options but high costs when compared to A</p> <p>Additional highway costs for A59 / Northfield Lane junction and A1237 / Northfield Lane junction when compared with A/B.</p>

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### Location D – South of Northminster Business Park

Greenbelt (1)	Accessibility	Operation	Landscape / Visual Intrusion	Bus Priority Measures (2)	Potential Dual Use of Site / Service (3)	Environmental Issues (4) / Agriculture	Rail and Other Issues
<p>Location forms part of the Green Belt. See Note 1.</p> <p>With careful siting, design and landscaping development for Park &amp; Ride would not seriously compromise the purpose of including the land in the Green Belt.</p> <p>Part of location (36ha) will potentially be designated in the Local Plan as safeguarded land for possible development needs post 2011.</p> <p>Potential for a park and ride site to be contiguous with Northminster business park and garden centre.</p>	<p>Moderate access from A59.</p> <p>Poor access from A1237 as diversion is excessive, although potential for car access direct from A1237 to Northfield Lane.</p> <p>Would require major junction improvements at A59/ Northfield Lane.</p>	<p>High potential to attract users from vehicles approaching the location in all four directions.</p> <p>Usage figures would enable a viable Park and Ride site.</p> <p>Potential patronage links with Northminster Business Park.</p> <p>Potential to attract users from Wetherby Road if utilise slip road off A1237.</p>	<p>Location links well with Northminster Business Park and areas could be improved through Park and Ride development.</p>	<p>Bus priority at the A59 / A1237 junction will be required otherwise the overall journey time may be unattractive to users.</p> <p>Bus priority measures required at the A59 / Northfield Lane junction.</p> <p>Separation of bus access and vehicle access desirable.</p>	<p>Potential scope for dual use of the bus service generated by employment arising from Northminster redevelopment.</p> <p>Bus route could serve Poppleton, Donnelley's and Holgate Park.</p>	<p>See Note 4.</p> <p>Air quality - prevailing winds would result in dispersion mainly over open land.</p> <p>Limited impacts in terms of noise.</p> <p>The location is predominantly Grade 1 and 3b Agricultural Land.</p>	<p>Distance from Poppleton Rail Station would reduce scope for a Park and Rail option.</p> <p>Additional highway costs for A59 / Northfield Lane junction and A1237 / Northfield Lane junction when compared with A/B.</p>

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### Location E (formerly southern part of 3B) – North of A59 and south west of Poppleton Rail Station

Greenbelt (1)	Accessibility	Operation	Landscape / Visual Intrusion	Bus Priority Measures (2)	Potential Dual Use of Site / Service (3)	Environmental Issues (4) / Agriculture	Rail and Other Issues
<p>Location forms part of the Green Belt. See Note 1.</p> <p>With careful siting, design and landscaping development for Park &amp; Ride would not seriously compromise the purpose of including the land in the Green Belt.</p>	<p>Good access from A59.</p> <p>Moderate access from A1237 as requires drivers to divert, although potential for car access direct from A1237 northbound to Northfield Lane.</p>	<p>High potential to attract users from vehicles approaching the location in all four directions.</p> <p>Usage figures would enable a viable Park and Ride site.</p> <p>Potential to attract users from Wetherby Road if utilise slip road off A1237.</p> <p>Potential patronage links with Northminster Business Park.</p>	<p>Location forms view to residential edge of village and would require extensive landscape mitigation.</p> <p>Potential visual intrusion for a number of properties set within the area</p>	<p>Bus priority at the A59 / A1237 junction will be required otherwise the overall journey time may be unattractive to users.</p> <p>Separation of bus access and vehicle access desirable.</p>	<p>Potential scope for dual use of the bus service generated by employment arising from Northminster redevelopment.</p> <p>Bus route could serve Poppleton, Donnelley's and Holgate Park.</p>	<p>See Note 4.</p> <p>Air quality - prevailing winds would result in dispersion towards properties on Station Road and properties close to the A59 roundabout requiring wider monitoring.</p> <p>Potential additional impacts in noise in terms of rail and car movements</p> <p>The location is predominantly Grade 1 Agricultural Land.</p>	<p>Allows immediate access to rail services from Park and ride site</p> <p>Potential future rail options but costs are high when compared to A</p> <p>Additional highway costs for A59 / Northfield Lane junction and A1237 / Northfield Lane junction when compared with A/B.</p>

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### Notes

- 1) The Local Plan is currently the subject of a Public Inquiry. This has been suspended until a review of the present Green Belt policy is completed. Locations A, B, C, D & E all form part of the proposed Green Belt but it is considered that with careful siting, design and landscaping a potential Park and Ride facility in these locations would not seriously compromise the purposes of including land in Green Belts nor would they significantly detract from the open character of the Green Belt.
- 2) Seeking to establish the relative strengths and weaknesses/constraints at each location in terms of potential for bus priority, including general comments regarding likely costs for each location as compared to the others
- 3) Seeking to establish the potential at each location for linking in with local bus services, providing an interchange for new bus services and creating links with adjoining traffic generators (e.g. business, leisure, residential areas) to maximise use of public transport.
- 4) Covers air quality, noise impact, land contamination and agricultural land quality. All locations require the following at the detailed planning application stage. a) an air quality impact assessment for surrounding properties and the route to be taken by buses in and out of the city. Current air quality on roads and at properties would need to be assessed with prevailing winds being considered, b) a noise impact assessment for surrounding properties and substantial changes to road layout along the proposed bus route, and c) a land contamination desk top survey should be undertaken followed by site investigation and risk assessment where deemed necessary.
- 5) There are no Sites of Special Scientific Interest, Non Statutory Nature Conservation Sites or RAMSAR sites within this study area.
- 6) The Environment Agency 2001 indicative floodplain map does not identify any land within this study area as being at risk from flooding.