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

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

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

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

#### **Location D – South of Northminster Business Park**

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

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

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

#### **Notes**

- 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.
- 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.