Annex D Analysis and Evaluation of the Two Sites

Item	Site 1 – Station Road	Site 2 – Towthorpe Road
Land Acquisition	Land purchase required on the west side of the track (currently allotments) "the Allotment Land". Provisional discussions taken place with land owner indicating a willingness to sell; and with Haxby Town Council who are the beneficiary of a lease of the Allotment Land. However as the allotments within the Allotment Land are likely to be considered to be "statutory" allotments, they have legal protection under the Allotments Act 1925. This means that the consent of the Secretary of State (SoS) would be required to the proposed surrender of the lease of the Allotment Land by the Haxby Town Council to the freehold proprietor of the Allotment Land. Whilst the SoS has guidelines to follow (which includes an assessment of whether adequate provision is made for the allotment holders), the SoS has a wide discretion. There are concerns relating to the process and timing of obtaining or not obtaining such consent, especially as CYC would not be in direct control of that process. At best i.e. if consent is obtained, CYC would have a statutory duty to provide alternative allotment site within ¾ miles, plus an extended period for holders to transfer their holdings between the two sites before construction on Station Road site could feasibly commence. Comments within the Planning Section are to be noted here, as it would not be prudent to acquire the Allotment Land without planning permission being in place, and we detail how the planning authority has to follow specific guidance to protect allotment land. It is possible that even if the SoS were to consent to the proposed disposal, the local planning authority may not.	Land purchase required on the east and west sides of the railway to accommodate the station. The assumption at this stage is that the main station access and car parking would be situated to the east of the railway, with vehicular access from Towthorpe Road. As per the decision made at Executive on 30 September 2021, CYC have now purchased the freehold title to this land. A separate pedestrian and cycle access route is proposed on the west side of the railway, connecting the station to the residential street, Swarthdale. Initial approaches have been made to the respective land owner to negotiate a route across their plot. Securing sufficient rights of access for pedestrians and cyclists from the west is important to the feasibility of Site 2 as the proposed station. Officers have secured rights of access for construction purposes over land connecting Usher Lane to the west of the site (proposed western platform).

	Assuming both the consent of the SoS is obtained, and planning permission granted, there are statutory requirements in relation to the service of timings of Notices to Quit on allotment holders which would need to be observed. This process would prejudice preferred and necessary delivery of the proposed project within the timescale required. The legal arrangements necessary to address all of these issues as between the Council, the freehold landowner, and the leaseholder (Haxby Town Council) would be complicated and costly. Additional land would need to be purchased to provide the new allotments location. A strip of land also required on the east side of the track for the platform, footbridge and any routes required for escape to meet fire standards. Whilst no discussions have been had with the land owner, this is understood to form part of a private residence and its use as part of a station would detract from their amenity and the value of such.	
Constructability	Approx. 2 acres available on the western side of the track. This site is constrained and bounded to the west by housing. Access to the main site (western part) is only available from Station Road, although this would probably be sufficient for the majority of construction work and a site compound etc. Access to the eastern side of the track only appears possible via the railway unless temporary access can be negotiated with the land owner (but the site is very constrained and access from the highway looks to be difficult).	Approx. 4 acres available on the eastern side of the track. This site is relatively open, being bounded to the east by the highway. Access to the main site (eastern part) is available from Towthorpe Road, and is thus considered adequate for plant material and deliveries etc. Access to the western side of the track is possible via temporary access rights acquired as part of the sale of the land to CYC. Alternatively a temporary level-crossing could be installed during construction, or deliveries via the railway.

	Plant material and deliveries would have to be via Station Road, close to the local primary school and where there is considerable on-street parking.	As this location is outside the urban Haxby area, congestion and on-street parking is negligible.
Population & Transport Modes	There is an estimated local population of approx. 2,500 persons within 800m walking distance. There is an estimated 17,500 persons within 3km cycling distance – The majority of these are actually found within the first 2km (which covers the entirety of Haxby, Wigginton and Earswick). Bus Services 13 and 14 both directly serve this location. Bus Services 1 and 20 both run relatively close to this site (York Road). Credibly, pedestrian / cycle access only available from main Station Road entrance. Space for approximately 150 car parking spaces and a bus turning circle, as well as cycle and scooter parking. Anticipated issues with *fly parking* on nearby residential streets. This site is in close proximity to Ralph Butterfield Primary School on Station Road.	There is an estimated local population of approx. 1,750 persons within 800m walking distance. This is likely to increase in the future as strategic housing is planned within this radius (proposed allocation ST9 'Land North of Haxby' in the submitted Local Plan (2018)). There is an estimated 17,500 persons within 3km cycling distance. This picks up all of Haxby; Wigginton and Earswick, but also some of Strensall. Bus Services 13 and 14 both terminate and turn-around close to this site (via West Nooks). It is credible that these services could be extended to; and turned around at a station here. It is hoped that a bus service could be provided (or diverted) to connect the site to Strensall. Credibly, pedestrian / cycle access available from main Towthorpe Road entrance, but also from the west linking to Swarthdale and Usher Lane area. Space for approximately 300 car parking spaces and a bus turning circle, as well as cycle and scooter parking.
Planning	The principle of a new station is supported in the draft Local Plan under policy T2iv, wherein we have identified it for delivery in the long-term. Applicable to this policy, is this site which is identified on the Policy Map North. The green belt boundary runs along the existing railway line with land to the east of this identified to be of importance to prevent coalescence	The principle of a new station as outlined in Policy T2iv is still applicable to this site. However, this site is identified within the Green Belt; The Green Belt boundary for Haxby does not include this parcel as part of the village inset or identify it as a separate inset to the village. Unless a recognised use within the Green Belt, development is considered inappropriate unless very special circumstances can be demonstrated. Therefore, in terms of planning, this

	with Earswick within which we would resist development. Whilst likely to support the delivery of a station in this location, CYC may require very special circumstances to locate any development (platforms etc) to the east of the line as this is located within the draft Green Belt. The site is bounded to the west and east by residential properties who potentially may object to the proximity of a station on their boundary and would likely have significant Part 1 compensatory claims. The existing allotments are identified as designated open space in the open space study update (2018) and we would statutorily be obliged to re-provide this elsewhere nearby. Officers cannot anticipate how the planning authority will exercise its discretion when implementing the guidance of PPG17 Annex 3 and assessing whether any proposed replacement allotment sites (to replace the Allotment Land) are of acceptable quality (see Legal Implications below). Accordingly, it is possible that the proposed replacement allotments would not be deemed to be acceptable by the planning authority, which would in itself prejudice obtaining planning permission. The location of the station is likely to attract additional traffic from Strensall and Towthorpe. An uplift in travel between the location may have an adverse effect on Strensall Common SAC. This would need to be firstly addressed through a Habitat Regulation Assessment Screening report.	site would require very special circumstances to be demonstrated in line with the National Planning Policy Framework and Policy GB1 of the Local Plan. Whilst this will need further detailed consideration, it is not considered an insurmountable issue as the very special circumstances case would need to demonstrate the business case for why this location has been chosen in comparison to other potential sites (i.e. information contained within this report). Modifications to the Local Plan in relation to Policy T2iv and the Policies Map would be required to update the policy to reflect the change in timescale for delivery and the change in location – as this would likely be a main modification to the plan we would need to provide the evidence for this proposed modification and propose the modification prior to policy discussions at our Examination hearing sessions. This evidence will broadly align with that compiled in this report and subsequently relating to any planning application. There is a buffer of 100+ metres of open agricultural/paddock land between the site and nearest residential properties, reducing the likelihood of significant local objections or Part 1 compensatory claims. The location of the station is likely to attract additional traffic from Strensall and Towthorpe. An uplift in travel between the location may have an adverse effect on Strensall Common SAC. This would need to be firstly addressed through a Habitat Regulation Assessment Screening report.
Local Highways	Minimal impact on controlled **Station Road level crossing** down-time. Vehicular and pedestrian use would likely increase due to pedestrians and vehicles using the station, especially from the Strensall direction. Measures	Minimal impact on controlled **Station Road level crossing** down-time. This area may experience a small increase in vehicular traffic due to users from Haxby and Wigginton travelling to the station but this is not likely to

	to control the risk of blocking back may be required such as parking restrictions on approaches. Minimal impact on controlled **York Road level crossing** down-time. Small risk of significant increases in down-time but the likelihood of this is currently low. Minimal impact on controlled **Strensall level crossing** down-time. Medium to Significant impact on uncontrolled **Public Right of Way level crossing from Calf Close**. The proximity of a station here to the PRoW uncontrolled crossing would be unacceptable in safety terms and significant mitigation would be required, ranging from a minimum of Miniature Stop Lights (MSL) (although these may not be appropriate here); to a worst case scenario of having to divert the PRoW. New Traffic Regulation Orders likely to be required on Station Road and nearby residential streets to prevent any waiting / parking, especially close to the local school.	significantly increase risk. Pedestrians and cyclists accessing the proposed station would be unlikely to cross the railway at Station Road if there was an alternative foot/cycle route directly from Swarthdale / Usher Lane area. Medium to Significant impact on controlled **York Road level crossing** down-time. Potential increases of between 20–40 seconds, dependent on precisely how the crossing is operated. If the increase in road closure time cannot be mitigated through changes to signaller behaviour, then major changes to the lineside signalling, interlocking and panel would be required. Medium impact on controlled **Strensall level crossing** down-time. Potential increase of approx. 20 seconds, although this is deemed acceptable in this location. Minimal to medium impact on uncontrolled **Public Right of Way level crossing from Calf Close**. Potential mitigations range from do nothing (subject to risk being agreed as tolerable); to Miniature Stop Lights (MSL) being installed. Unlikely to require any new Traffic Regulation Orders.
Track	Potentially some minor alterations to track alignment, achievable by tamping, to accommodate the proposed platforms. Rail fastening on the Up line may need to be replaced (due to type and condition) in order to facilitate tamping. Relocation of the Up cess track drain into the six-foot. The outfall of this drainage is system has not been identified.	Potentially some minor alterations to track alignment, achievable by tamping, to accommodate the proposed platforms. Rail fastening on the Up line may need to be replaced (due to type and condition) in order to facilitate tamping. Relocation of the Up cess track drain into the six-foot. The outfall of this drainage is system has not been identified.
Signalling	Relocation of one main signal (S5) on the Down Scarborough line, as it is currently located midway along the length of the proposed new platform.	Relocation of the cable route around or within the new platform. No further lineside equipment would require alterations (unless major signalling

	This would bring it closer to Station Road Level Crossing, but it would still be in a compliant position relative to the crossing. Associated train detection and ancillary equipment would need to be moved accordingly. Relocation of the cable route around or within the new platform. Train detection alterations (most likely in the form of additional track circuits) in order to assist the signaller in operating the manually-controlled level crossings. Road closure times at controlled level crossings would be *similar to* or *less than* existing, except as described below. In the Up direction, it is proposed that Haxby Road level crossing is initiated for stopping trains while the train is stopped at the new platform. The level crossing protecting signal would be around 900m from the end of the platform, so this is subject to signal sighting and driveability assessment, but it is not considered likely that any major issues would be raised. In the unlikely event that this is determined to be unacceptable, it is likely that road closure time at this crossing would be increased significantly, requiring additional signals and/or major relocation of existing signals as mitigation. Alterations to the interlocking and control panel in Strensall Signal Box.	changes are proposed in the area to minimise level crossing road closure times, see further points below). As with Site 1, train detection alterations (most likely in the form of additional track circuits) would be required in order to assist the signaller in operating the manually-controlled level crossings. Road closure times at level crossings would be adversely affected for the Strensall crossings, which would see increases of around 20 seconds, and Haxby Road MCB-CCTV Level Crossing, which would see increases of between 20 and 40 seconds, dependent on precisely how the crossing is operated. These are worst-case values and would need to be assessed as part of the scheme development to determine their acceptability and any potential mitigations. Alterations to the interlocking and control panel in Strensall Signal Box. If the increase in road closure time for Haxby Road Level Crossing was determined to be unacceptable and cannot be mitigated through changes to signaller behaviour, then major changes to the lineside signalling, interlocking and panel would be required. Four-aspect signalling could be introduced, requiring up to four new main signals to replace existing two- or three-aspect signals, with associated interlocking, cabling and panel changes. As part of the further development of this scheme, empirical evidence could be gathered to look at actual vs. theoretical road closure times for Haxby Road. This could allow more accurate estimations of any road closure time increases.
Level Crossings	**Manor Farm Level Crossing** (1491m from the proposed station, towards Malton) the speed of approaching and passing trains over the level crossing would change which could lead to misjudgement from pedestrians when	**Oakbutts Level Crossing** (1021m from the proposed station, towards Malton) the speed of approaching and passing trains over the level crossing would change, and this could lead to misjudgement from pedestrians when

	making a decision to cross. The speed of approaching stopping trains would be similar to the maximum permissible speed of existing freight on the line therefore this approach speed variance is an existing arrangement, though freight trains are occasional, generally running only in connection with engineering works. At this particular location, all users (vehicular and pedestrian) are required to telephone before crossing the railway: therefore risk is managed. **Calf Close Level Crossing** (122m from the proposed station, towards York) would be significantly impacted by the proposed station. The approach speed of non-stopping services would vary significantly in both directions from that of stopping services, and trains stopped at the platforms would be visible to crossing users which could lead to misjudgement from pedestrians when making a decision to cross. Further, the platform infrastructure and stationary trains would create a sighting deficiency which would need to be mitigated. The interventions necessary at this level crossing remain subject to full risk assessment, but options include: • Miniature Stop Light (MSL): assessment of the signalling in this area and the station position indicates that an integrated MSL system would be required. This option is likely to be objected to by residents due to environmental (noise and light) factors and also may be objected to by NR stakeholders due to the residual risk associated with trains stopped in the platform. • Divert the Public Right of Way (i.e. over the station footbridge: provision of lifts or ramps would be determined as part of the station design) **Hall Farm Level Crossing** (1276m from the proposed station towards York) the speed of approaching and passing trains over the level crossing would change, and this could lead to misjudgement from pedestrians when	making a decision to cross. The speed of approaching stopping trains would be similar to the maximum permissible speed of existing freight on the line therefore this approach speed variance is an existing arrangement, though freight trains are occasional, generally running only in connection with engineering works. **Manor Farm Level Crossing** (550m from the proposed station, towards Malton) the speed of approaching and passing trains over the level crossing would significantly change which could lead to misjudgement from pedestrians when making a decision to cross. However, at this particular location, all users, vehicular and pedestrian, are required to telephone before crossing the railway. Therefore, this risk is managed. At this particular location, all users (vehicular and pedestrian) are required to telephone before crossing the railway: therefore risk is managed. **Calf Close Level Crossing** (1041m from the proposed station, towards York) is most significantly impacted by the proposed station. The approach speed of non-stopping services would vary from that of stopping services and stopped trains in the platforms would be visible to users crossing from the Down (western) side of the railway. The speed of approaching stopping trains would be similar to the maximum permissible speed of existing freight on the line therefore this approach speed variance is an existing arrangement, though freight trains are occasional, generally running only in connection with engineering works. The intervention options at this level crossing remain subject to full risk assessment but include: • Do nothing: subject to risk being agreed as tolerable by NR stakeholders following risk assessment. • Miniature Stop Light (MSL): assessment of the signalling in this area and the station position indicates

	making a decision to cross. The speed of approaching stopping trains would be similar to the maximum permissible speed of existing freight on the line therefore this approach speed variance is an existing arrangement, though freight trains are occasional, generally running only in connection with engineering works. **Station Road Level Crossing** (175m from the proposed station, towards Malton) Vehicular and pedestrian use would be likely to increase due to pedestrians and vehicles using the station. Measures to control the risk of blocking back may be required such as parking restrictions on approaches and due cognisance should be paid to the risk of blocking back when proposing pedestrian crossings and station car park traffic controls.	that an overlay MSL system would be suitable, but this option would likely be objected to by residents due to environmental (noise and light) factors. • Divert the Public Right of Way. **Station Road Level Crossing** (611m from the proposed station, towards York) may experience a small increase in vehicular traffic due to users from Haxby and Wigginton travelling to the station but this is not likely to significantly increase risk due to the high level of protection currently provided at the site. Pedestrians and cyclists accessing the proposed station would be unlikely to cross the railway at Station Road Level Crossing if there were alternative foot/cycle paths directly connecting Haxby to the proposed station on both sides of the railway.
Buildings & Civils	Land to the west of the railway currently occupied by allotments would be a car park and station access route, with a junction connecting to the existing highway network. At this site it could be difficult to satisfy the requirements of BS9992 (*Fire safety in the design, management and use of rail infrastructure*), particularly with respect to means of escape from the Up platform (east side of the track) as it may be difficult to agree emergency access routes from the ends or rear of this platform. This site is very constrained and there would be limited scope to expand the station (e.g. platform lengthening, increase in car park capacity etc) in the future. The following would be required. 1. Extension or renewal of Culvert YMS/4 (1'6" diameter brick barrel) , within the platform extents. This culvert may house a Yorkshire Water drain and therefore approvals may be needed to build over it.	There are no existing Civils assets within vicinity of station. This site has greater potential for future expansion e.g. platform lengthening, increase in car park capacity etc. Satisfying the requirements of BS9992 (Fire safety in the design, management and use of rail infrastructure) appears feasible at this site as land would be available to provide multiple escape routes from each platform. The following would be required. 1. 150m platform lengths proposed with standard "Access for All" style footbridge with stairs and lifts. 2. Clear platform width to be 3.3m minimum, with additional allowance at the back of the platforms for lighting columns, waiting shelters/canopies, fencing and any other platform furniture.

	2. 150m platform lengths proposed with standard “Access for All” style footbridge with stairs and lifts. 3. Clear platform width to be 3.3m minimum, with additional allowance at the back of the platforms for lighting columns, waiting shelters/canopies, fencing and any other platform furniture.	
Drainage	The River Foss is located 300m to the east. The risk of flooding from rivers is considered low, as indicated by the Environment Agency’s Risk of Flooding mapping system. The EA mapping highlights a surface water flooding risk around Station Road Level Crossing (on Towthorpe Road) and the boundary area between the allotment site and the railway. Track drainage is described in the Track section, above. Impact on the culvert is described in the Buildings and Civils section, above.	The River Foss is located 130m to the east. The risk of flooding from rivers is considered low, as indicated by the Environment Agency’s Risk of Flooding mapping system. The flooding risk is greater further north from this site, which is believed to come from Goland Dike. Goland Dike flows from west to east and crosses the railway and Towthorpe Road before merging with the River Foss. The risk of flooding from surface water is considered low at this site. Open channel drainage is currently present in the Up and Down cesses.