



Executive

Date: Wednesday 15 November 2017

Time: 5.30 pm

Venue: The George Hudson Board Room - 1st Floor West Offices (F045)

Item 11 - York Central – Preferred Access Route and Preparation for Planning

Background Paper 2 - Access Options Study, June 2017 (ARUP) – Appendix A (Pages 9 - 13)

This supplement contains part of the above background paper which was marked 'To Follow' on the Executive agenda published on 7 November 2017.

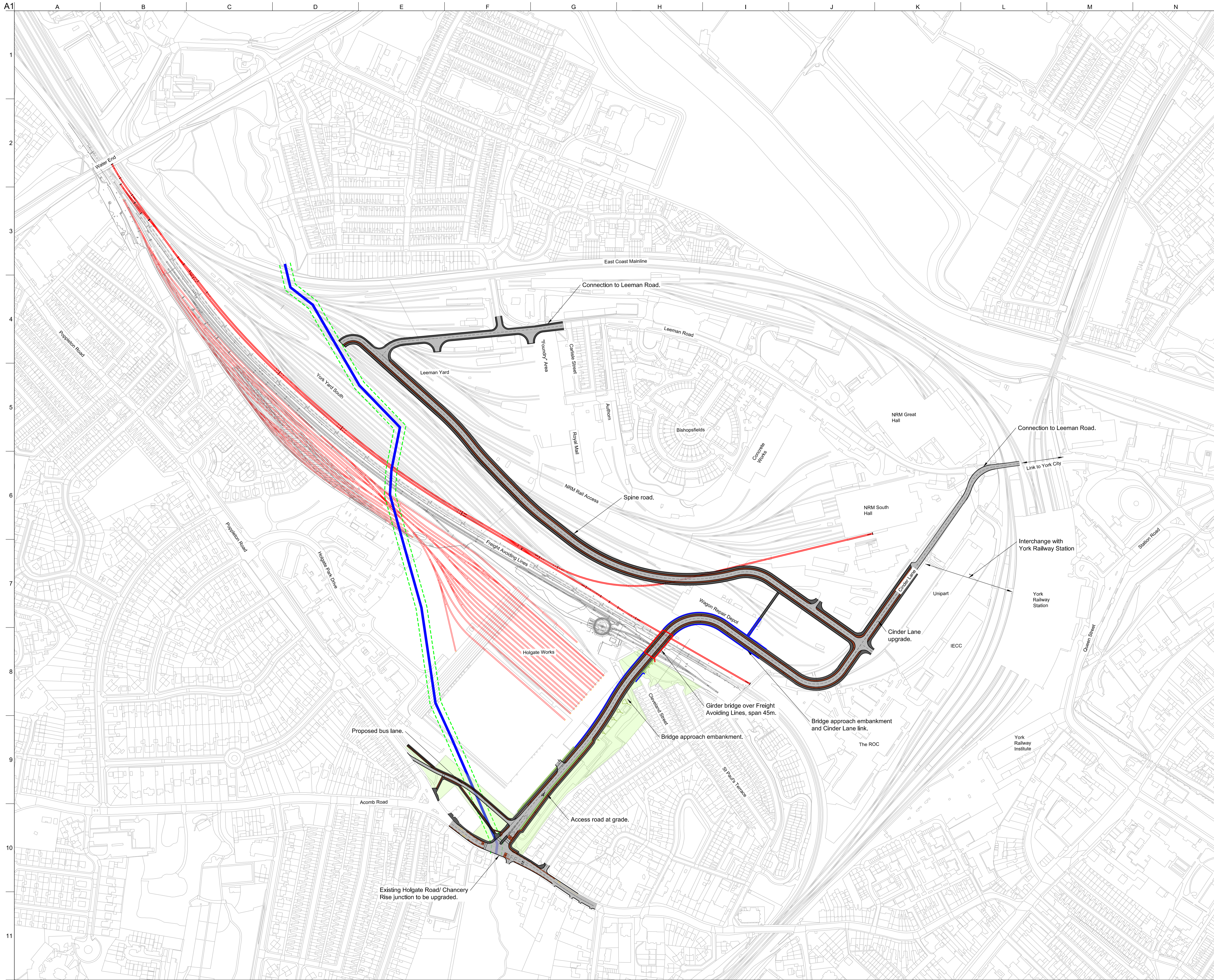
It has been necessary to split this document into 5 files; (i) Pages 1-3; (ii) Pages 4-5; (iii) Pages 6-8; (iv) Pages 9-13; and (v) Pages 14-21 due to its' file size. This pack contains pages 9 - 13.

Warning: this document may take several minutes to download.

A paper copy of the full document is available to view at York Explore Library and West Offices, Station Rise.

This agenda supplement was published on **14 November 2017**

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- Notes:
- For General Arrangement of the site access arrangement refer to drawing YCL-ARUP-ZZ-XX-DR-CX-18602.
 - For Vertical Alignment of the site access arrangement refer to drawing YCL-ARUP-ZZ-XX-DR-CX-18603.
- Key to plan:
- Culvert and Easment extents
 - Ordnance Survey Mapping
 - Proposed Carriageway
 - Proposed Footway
 - Proposed Cycleway
 - Proposed retaining wall
 - Proposed Verge
 - Proposed Landscaping
 - Proposed Bridge Extents
 - Proposed Railway Tracks

P01	02/06/17	EC	PW	RB
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For Information

Rev	Date	By	Chkd	Appd

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 www.arup.com

Client
York Central Partnership

Project Title
York Central

Drawing Title
**Access Option E
 Context Plan**

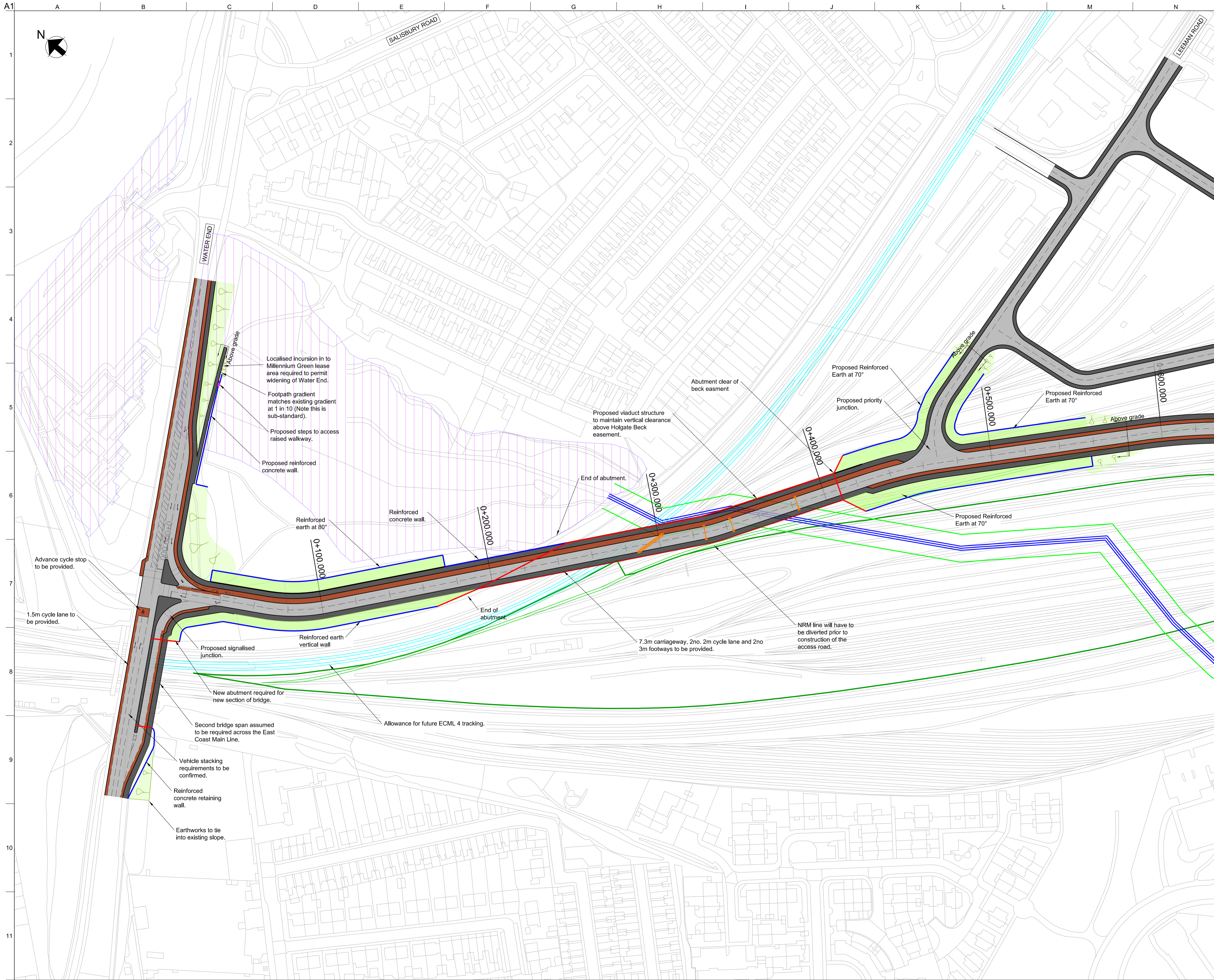
Scale at A1
 1:2500

Role
 Civil

Suitability
 S2 - Fit for information

Arup Job No 251869-00	Rev P01
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Name
YCL-ARP-ZZ-XX-DR-CX-18620



- Notes:
- Holgate Beck runs through the site within a 1.83m concrete pipe. This information and the location have been taken from Drawings 83-YK-44 and 79-YK-55 received from Network Rail on 23/02/2017.
 - Water End junction arrangement taken from Halcrow drawing CTDA09-004-002 Rev A.
 - Drawing based on masterplan file Western Option received from Allies & Morrison on 02/02/2017.
 - Refer to Drawing YCL-ARP-ZZ-XX-DR-CX-18615 for the General Arrangement of the York Central access options showing the full extents of the link road to York Station.

- Proposed Cycleway
- Proposed retaining wall
- Proposed Verge
- Proposed Landscaping
- Proposed Bridge Extents
- Proposed Railway Tracks
- Extents of York Yard South

P04	03/11/17	JT	JB	PW
For Information				
P03	23/05/17	IJD	PW	RB
For Information				
P02	05/05/17	EC	AS	RB
For Information				
P01	17/02/24	KK	PW	RB
For information				
Rev	Date	By	Chkd	Appd

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Client
York Central Partnership

Project Title
York Central

Drawing Title
**Access Option A1
 Horizontal Alignment**

Scale at A1
1:1000

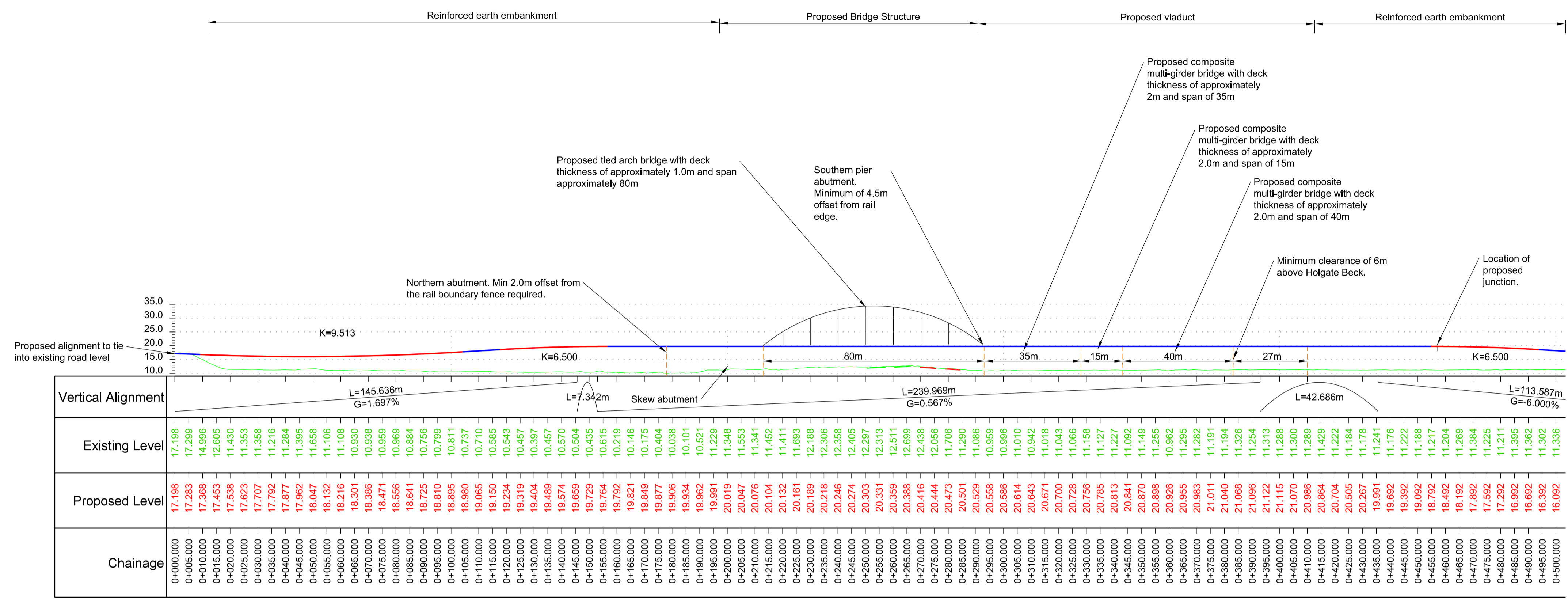
Role
Highways

Suitability

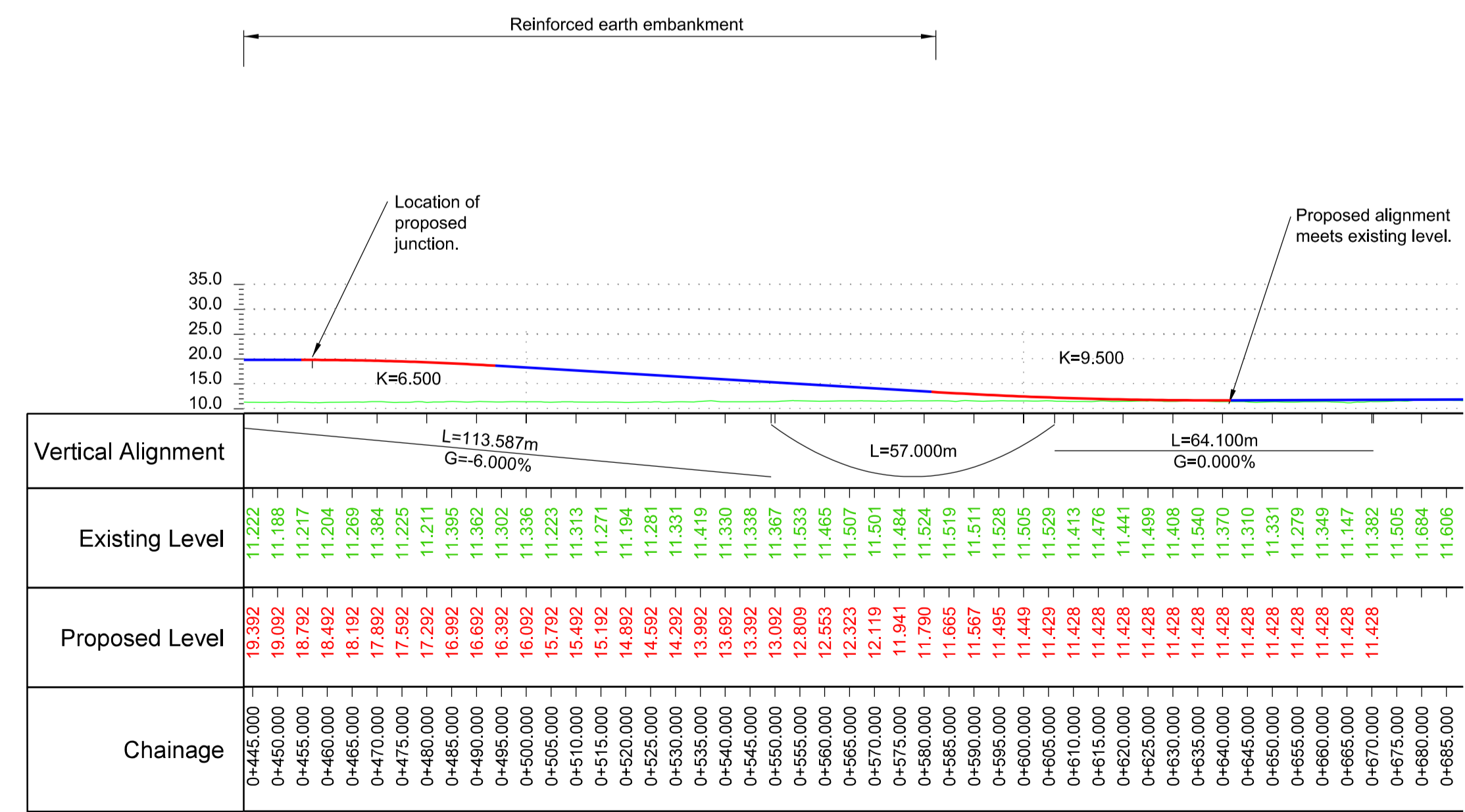
Arup Job No
251869-00

Rev
P04

Name
YCL-ARP-ZZ-XX-DR-CX-18602



Long Section - CH 0+000 0+500
Scale 1:500

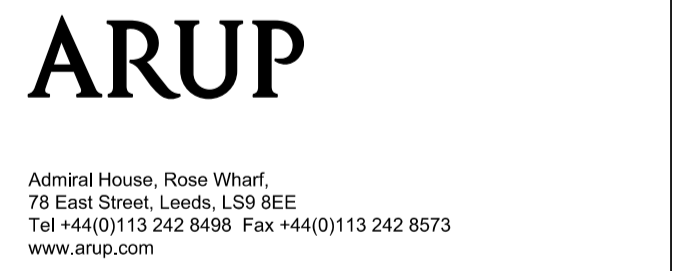


Long Section - CH 0+445 to 0+685
Scale 1:500

- Notes:
- Refer to YCL-ARP-ZZ-XX-DR-CX-18602 for general arrangement
 - A minimum of 5.7m vertical clearance has been provided between the track level and the bridge soffit level. Clearance requirements obtained from Network Rail Track Design Handbook.

- Key to long section:
- Existing ground from LIDAR survey
 - Existing ground from Topo survey
 - Proposed vertical straight
 - Proposed vertical curve
 - Bridge structure
 - Existing rail track
 - Proposed rail track

P03	22/05/17	IJD	PW	RB
For Information				
P02	04/05/17	EC	GC	PW
For Information				
P01	17/02/17	KK	PW	RB
For information				
Rev	Date	By	Chkd	Appd

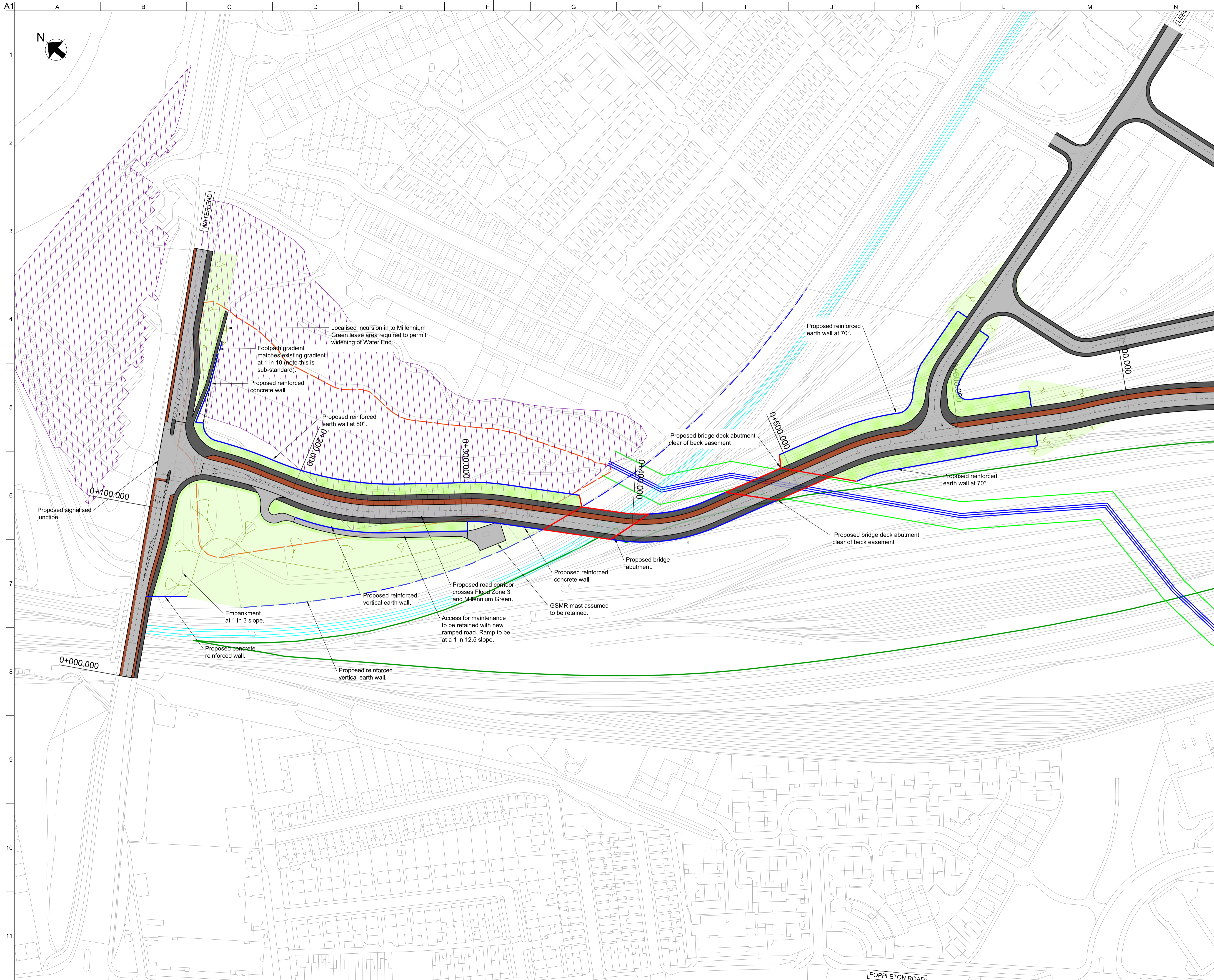


Client
York Central Partnership

Project Title
York Central

Drawing Title
Access Option A1
Vertical Alignment

Scale at A1	As Shown
Role	Civil
Suitability	S2 - Fit for information
Arup Job No	251869-00
Name	YCL-ARP-ZZ-XX-DR-CX-18603
Rev	P03



- Notes:
- Holgate Beck runs through the site within a 1.83m concrete pipe. This information and the location have been taken from Drawings 83-YYK-44 and 79-YYK-55 received from Network Rail on 23/02/2017.
 - Water End junction arrangement has been indicatively based on Halcrow drawing CTDA08-004-002 Rev A.
 - Drawing based on masterplan file Western Option received from Allies & Morrison on 02/02/2017.
 - Refer to Drawing YCL-ARP-ZZ-XX-DR-CX-18616 for the General Arrangement of the York Central access options showing the full extents of the link road to York Station.

- Key to plan:
- Existing NRM main line rail access
 - Extents of Culvert (8m easment required either side)
 - Extents of Culvert Easement
 - Proposed plot boundaries
 - Ordnance Survey Mapping
 - Proposed Carriageway
 - Proposed Footway
 - Proposed Cycleway
 - Proposed retaining wall
 - Proposed Verge
 - Proposed Landscaping
 - Proposed Bridge Extents
 - Proposed Bridge Piers
 - Flood Zone 3
 - Proposed alignment chainage. Refer to drawing YCL-ARP-ZZ-XX-DR-CX-18605 for Vertical alignment
 - Ramp Extents - Proposed alignment to return to grade at this point
 - Sidings within York Yard South to be realigned
 - Extents of York Yard South

P04	03/11/17	JT	JB	PW
For Information				
P03	29/09/17	JT	JB	RB
For Information				
P02	23/05/17	IJD	PW	RB
For Information				
P01	24/02/17	IJD	AS	PW
For information				
Rev	Date	By	Chkd	Appd

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Client
York Central Partnership

Project Title
York Central

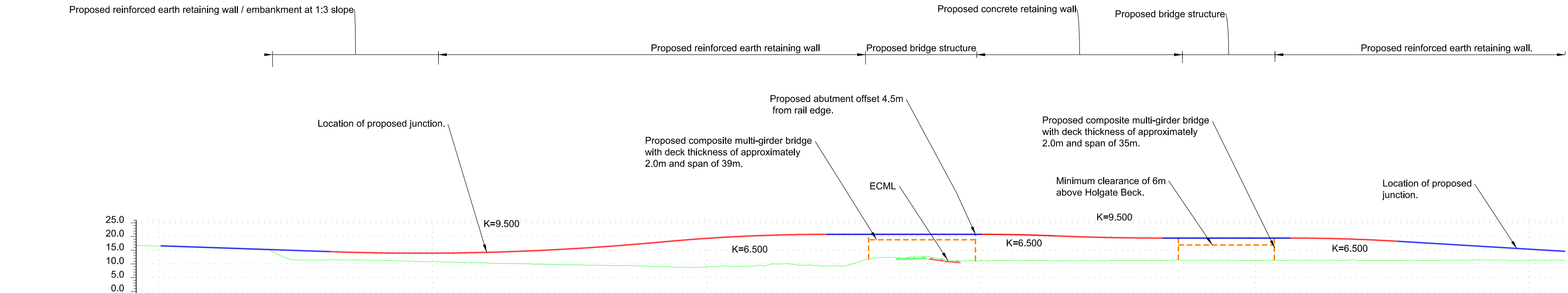
Drawing Title
**Access Option A2
Horizontal Alignment**

Scale at A1 1:1000

Role Highways

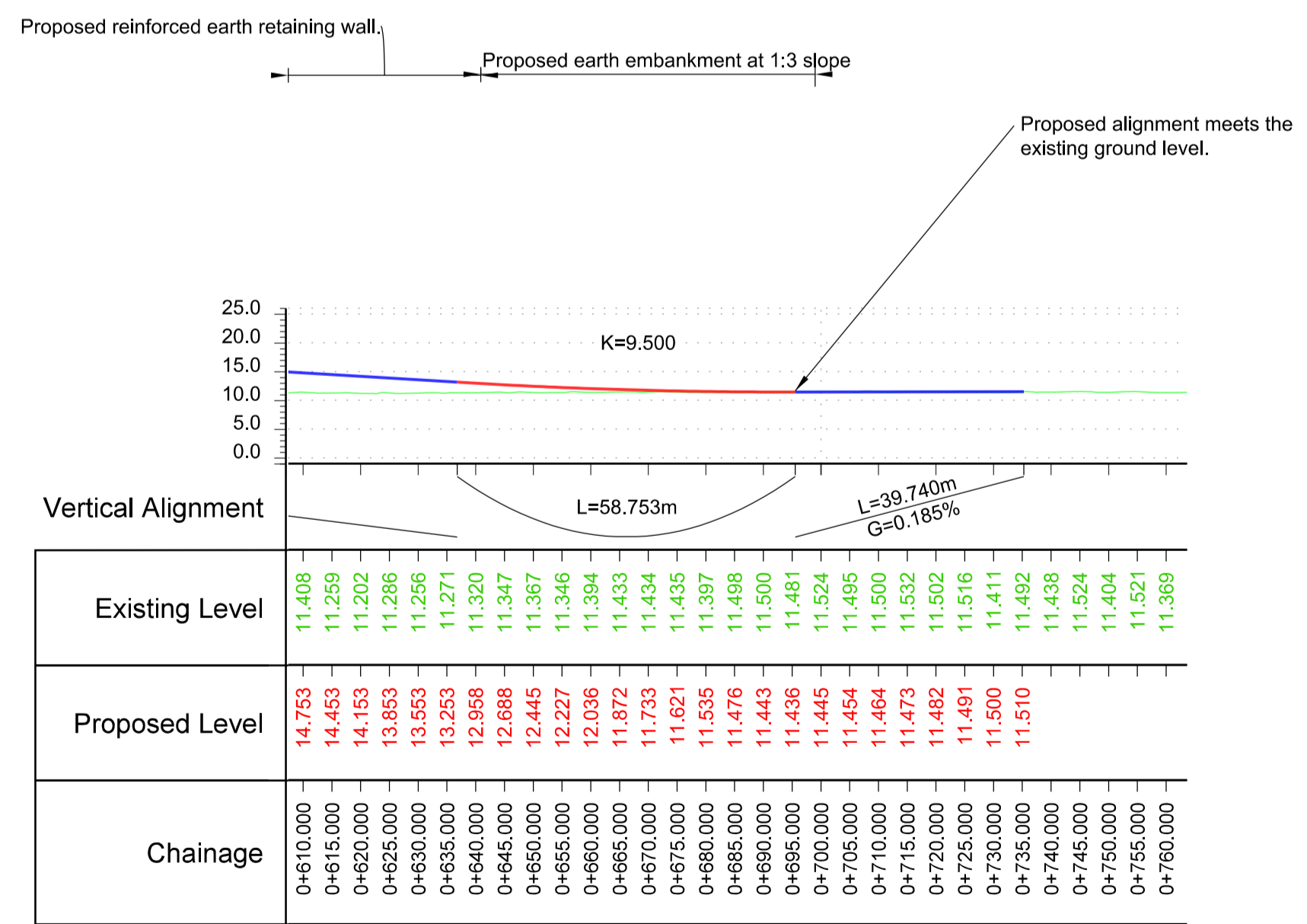
Suitability

Arup Job No 251869-00	Rev P04
Name YCL-ARP-ZZ-XX-DR-CX-18604	



Vertical Alignment	Existing Level	Proposed Level	Chainage
	16.672		0+095.000
	16.424		0+100.000
	16.352	16.442	0+105.000
	16.252	16.270	0+110.000
	16.120	16.109	0+115.000
	15.858	15.975	0+120.000
	15.743	15.867	0+125.000
	15.719	15.785	0+130.000
	15.347	15.729	0+135.000
	15.218	15.700	0+140.000
	12.714	15.688	0+145.000
	11.388	15.721	0+150.000
	11.375	15.771	0+155.000
	11.385	15.847	0+160.000
	11.507	15.949	0+165.000
	11.399	16.078	0+170.000
	11.389	16.221	0+175.000
	11.283	16.363	0+180.000
	11.212	16.505	0+185.000
	11.044	16.648	0+190.000
	10.797	16.790	0+195.000
	10.648	16.933	0+200.000
	10.661	17.075	0+205.000
	10.552	17.217	0+210.000
	10.439	17.360	0+215.000
	10.322	17.502	0+220.000
	10.119	17.645	0+225.000
	10.027	17.787	0+230.000
	9.868	17.930	0+235.000
	9.732	18.072	0+240.000
	9.621	18.214	0+245.000
	9.556	18.357	0+250.000
	9.475	18.499	0+255.000
	9.326	18.642	0+260.000
	9.411	18.784	0+265.000
	9.250	18.926	0+270.000
	9.004	19.069	0+275.000
	8.966	19.211	0+280.000
	8.747	19.354	0+285.000
	8.684	19.496	0+290.000
	8.659	19.638	0+295.000
	9.077	19.781	0+300.000
	9.031	19.923	0+305.000
	9.129	20.066	0+310.000
	9.336	20.208	0+315.000
	9.957	20.350	0+320.000
	10.004	20.493	0+325.000
	9.469	20.635	0+330.000
	9.438	20.778	0+335.000
	9.193	20.920	0+340.000
	9.251	21.062	0+345.000
	10.545	21.204	0+350.000
	11.878	21.346	0+355.000
	12.315	21.488	0+360.000
	12.464	21.630	0+365.000
	12.772	21.772	0+370.000
	11.898	21.914	0+375.000
	11.089	22.056	0+380.000
	11.110	22.198	0+385.000
	11.147	22.340	0+390.000
	11.233	22.482	0+395.000
	11.240	22.624	0+400.000
	11.209	22.766	0+405.000
	11.106	22.908	0+410.000
	11.155	23.050	0+415.000
	11.084	23.192	0+420.000
	11.094	23.334	0+425.000
	11.099	23.476	0+430.000
	11.002	23.618	0+435.000
	11.231	23.760	0+440.000
	11.232	23.902	0+445.000
	11.237	24.044	0+450.000
	11.261	24.186	0+455.000
	11.265	24.328	0+460.000
	11.226	24.470	0+465.000
	11.330	24.612	0+470.000
	11.311	24.754	0+475.000
	11.293	24.896	0+480.000
	11.269	25.038	0+485.000
	11.434	25.180	0+490.000
	11.220	25.322	0+495.000
	11.842	25.464	0+500.000
	11.192	25.606	0+505.000
	11.182	25.748	0+510.000
	11.249	25.890	0+515.000
	11.258	26.032	0+520.000
	11.352	26.174	0+525.000
	11.346	26.316	0+530.000
	11.412	26.458	0+535.000
	11.411	26.600	0+540.000
	11.415	26.742	0+545.000
	11.415	26.884	0+550.000
	11.245	27.026	0+555.000
	11.221	27.168	0+560.000
	11.340	27.310	0+565.000
	11.408	27.452	0+570.000
			0+575.000
			0+580.000
			0+585.000
			0+590.000
			0+595.000
			0+600.000
			0+605.000
			0+610.000

Long Section - CH 0+095 to 0+610
Scale 1 :500



Vertical Alignment	Existing Level	Proposed Level	Chainage
	11.408	14.753	0+610.000
	11.259	14.453	0+615.000
	11.202	14.153	0+620.000
	11.286	13.853	0+625.000
	11.256	13.553	0+630.000
	11.271	13.253	0+635.000
	11.320	12.953	0+640.000
	11.347	12.653	0+645.000
	11.346	12.353	0+650.000
	11.394	12.053	0+655.000
	11.433	11.753	0+660.000
	11.434	11.453	0+665.000
	11.435	11.153	0+670.000
	11.397	10.853	0+675.000
	11.498	10.553	0+680.000
	11.500	10.253	0+685.000
	11.481	9.953	0+690.000
	11.445	9.653	0+695.000
	11.464	9.353	0+700.000
	11.500	9.053	0+705.000
	11.532	8.753	0+710.000
	11.516	8.453	0+715.000
	11.502	8.153	0+720.000
	11.482	7.853	0+725.000
	11.411	7.553	0+730.000
	11.492	7.253	0+735.000
	11.438	6.953	0+740.000
	11.524	6.653	0+745.000
	11.404	6.353	0+750.000
	11.521	6.053	0+755.000
	11.369	5.753	0+760.000

Long Section - CH 0+610 to 0+760
Scale 1 :500

- Notes:
- Refer to YCL-ARP-ZZ-XX-DR-CX-18604 for general arrangement.
 - A minimum of 5.7m vertical clearance has been provided between the track level and the bridge soffit level. Clearance requirements obtained from Network Rail Track Design Handbook.

- Key to long section:
- Existing ground from LIDAR survey
 - Existing ground from Topo survey
 - Proposed ground
 - Bridge structure
 - Existing rail track
 - Proposed rail track

P01	23/05/17	IJD	AS	PW
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Rev	Date	By	Chkd	Appd
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Client
York Central Partnership

Project Title
York Central

Drawing Title
Access Option A2
Vertical Alignment

Scale at A1
As Shown

Role
Highways

Suitability

Arup Job No 251869-00	Rev P01
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Name
YCL-ARP-ZZ-XX-DR-CX-18605

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