



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 14-21)

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

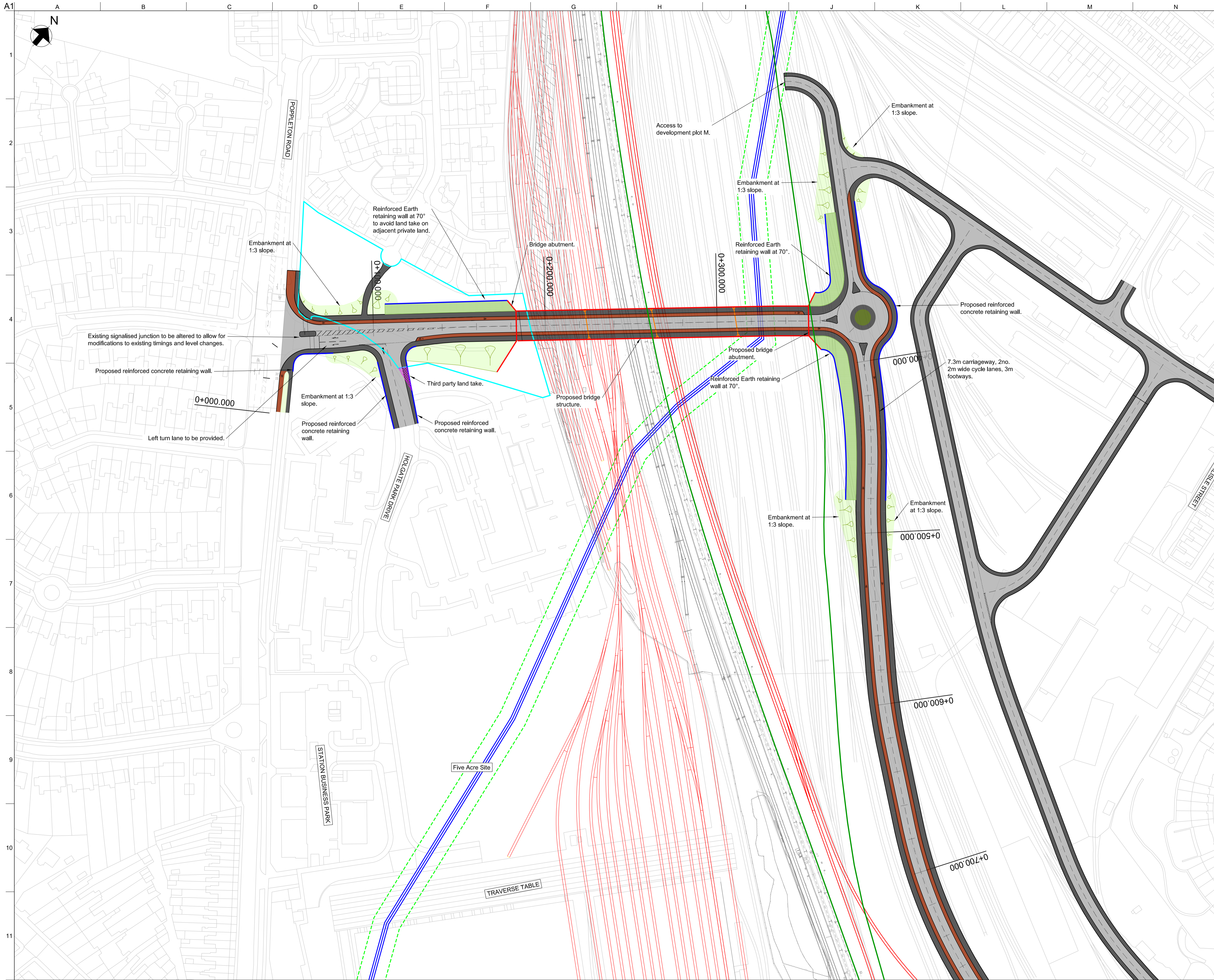
It has been necessary to split this document into 5 files; (i) Pages 1-3; (ii) Pages 4-5; (iii) Pages 6-8; (iv) Pages 9-13; and (v) Pages 14-21 due to its' file size. This pack contains pages 14-21.

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.

Published on 14 November 2017

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- Notes:
- Drawing based on masterplan file Western Option received from Allies & Morrison on 02/02/2017.
 - Refer to Drawing YCL-ARP-ZZ-XX-DR-CX-18617 for the General Arrangement of the York Central access options showing the full extents of the link road to York Station.

Key to plan:

- Ordnance Survey Mapping
- City of York Council Ownership Boundary
- Proposed Railway Lines
- Proposed Carriageway
- Proposed Footway
- Proposed Cycleway
- Proposed retaining wall
- Proposed Verge
- Proposed Landscaping
- Proposed Bridge Extents
- Proposed Bridge Piers
- Proposed alignment chainage. Refer to drawing YCL-ARP-ZZ-XX-DR-CX-18609 for Vertical alignment
- Ramp Extents - Proposed alignment to return to grade at this point
- Extents of Culvert (8m easment required either side)
- Extents of Culvert Easement
- Extents of York Yard South

P02	03/11/17	JT	JB	PW
For Information				
P01	22/05/17	IJD	PW	RB
For Information				
Rev	Date	By	Chkd	Appd

ARUP

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www.arup.com

Client
York Central Partnership

Project Title
York Central

Drawing Title
**Access Option B
General Arrangement**

Scale at A1 1:1000

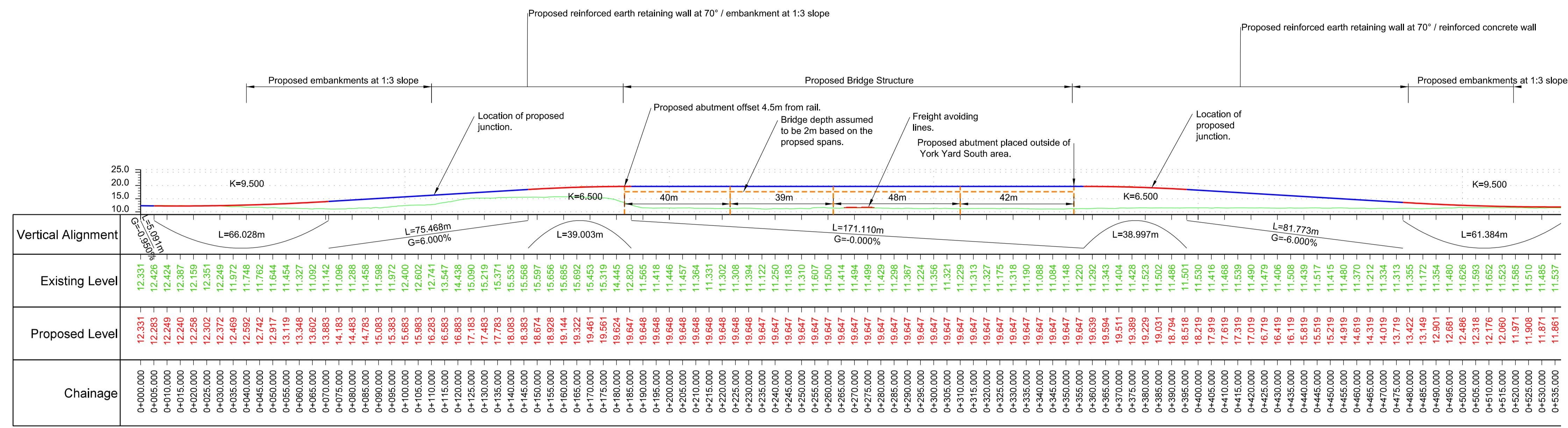
Role Highways

Suitability S2 - Fit for information

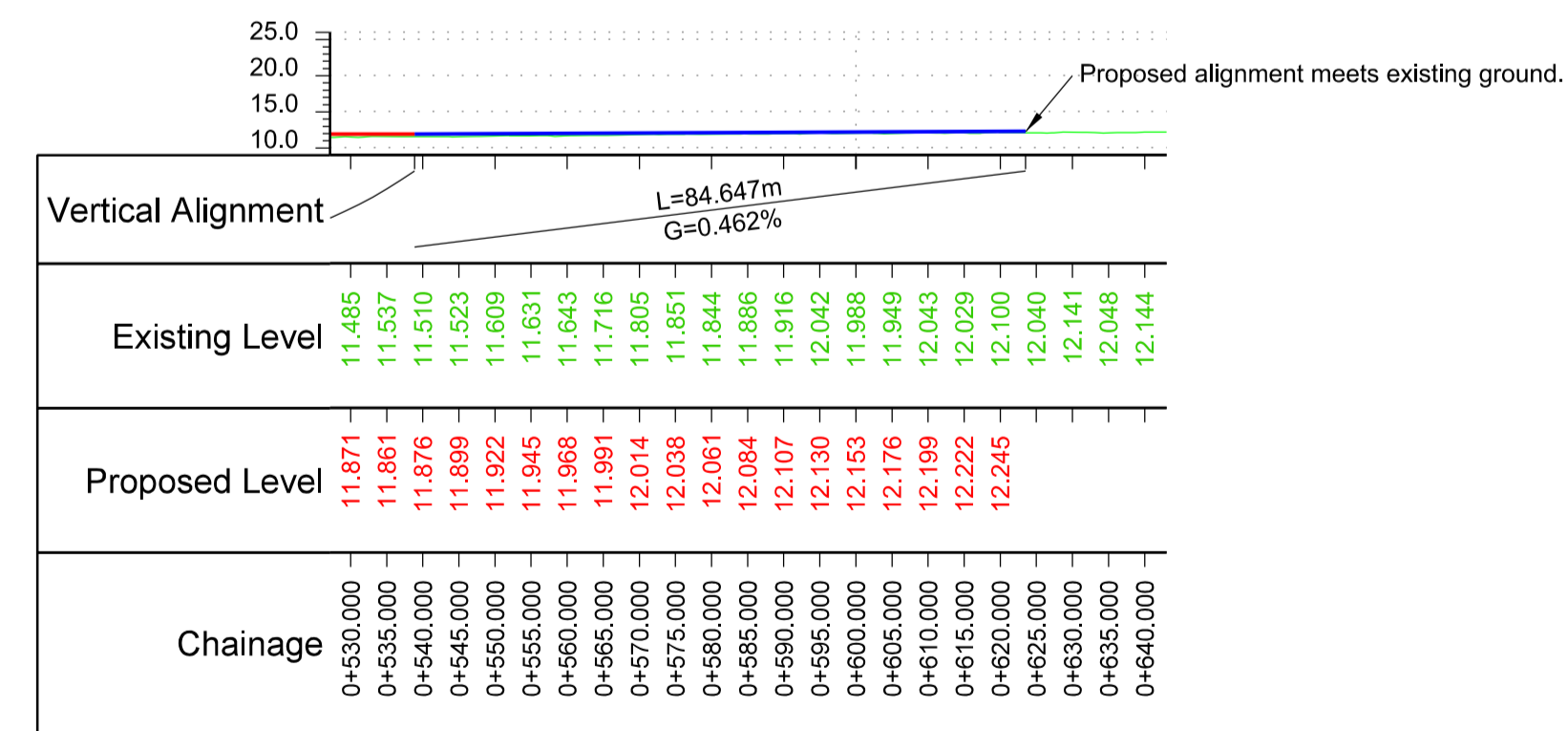
Arup Job No **251869-00** Rev **P02**

Name **YCL-ARP-ZZ-XX-DR-CX-18608**

Do not scale



Long Section - CH 0+000 0+535
Scale 1:500



Long Section - CH 0+530 to 0+640
Scale 1:500

- Notes:
- Refer to YCL-ARP-ZZ-XX-DR-CX-18608 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

P01	22/05/17	GC	AS	RB
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Rev	Date	By	Chkd	Appd

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Client
York Central Partnership

Project Title
York Central

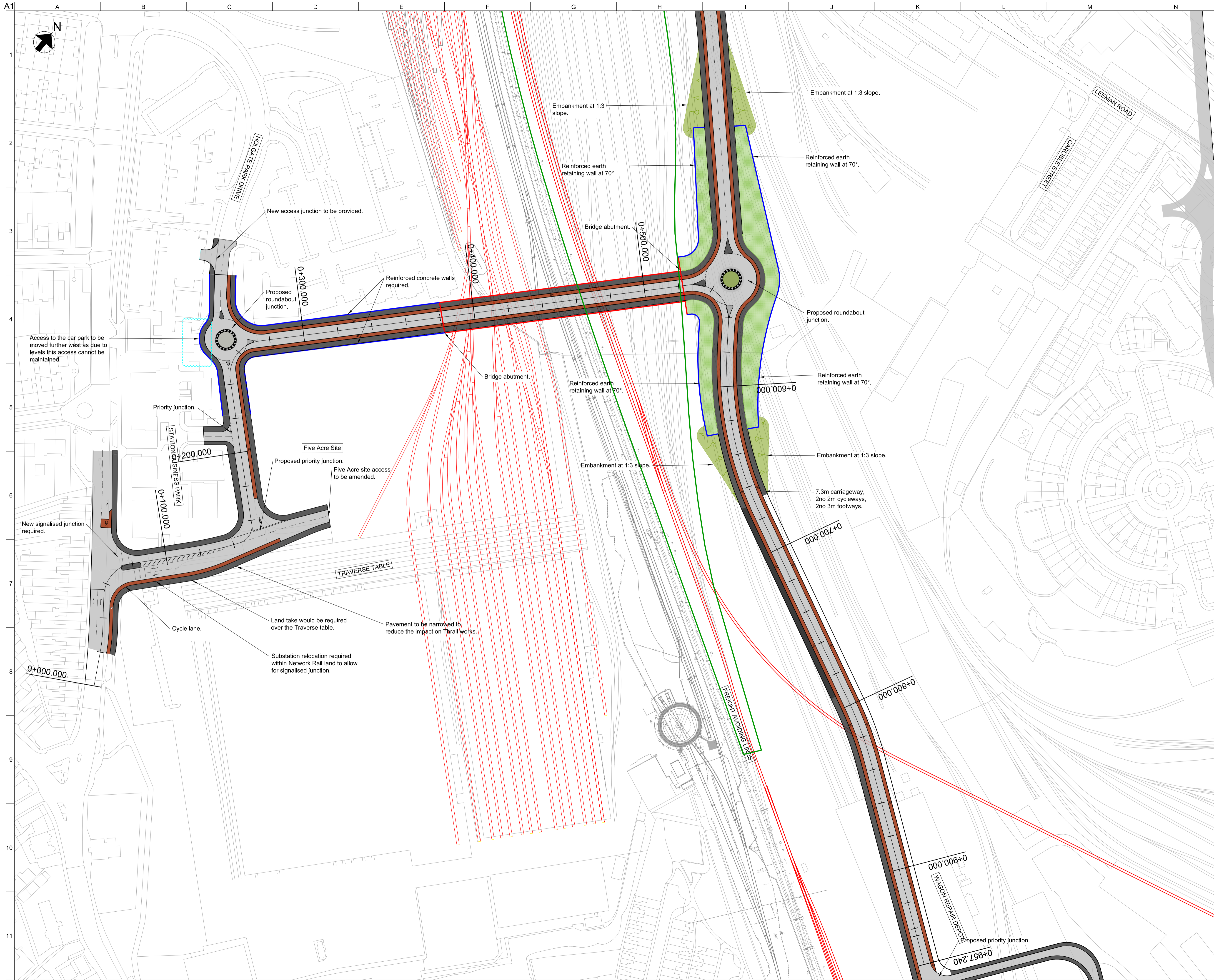
Drawing Title
**Access Option B
Vertical Alignment**

Scale at A1
As Shown

Role
Civil

Suitability
S2 - Fit for information

Arup Job No 251869-00	Rev P01
Name YCL-ARP-ZZ-XX-DR-CX-18609	



- Notes:
- Drawing based on masterplan file Western Option received from Allies & Morrison on 02/02/2017.
 - Refer to Drawing YCL-ARP-ZZ-XX-DR-CX-18618 for the General Arrangement of the York Central access options showing the full extents of the link road to York Station.

Key to plan:

- Ordnance Survey Mapping
- City of York Council Ownership Boundary
- Proposed Railway Lines
- Proposed Carriageway
- Proposed Footway
- Proposed Cycleway
- Proposed retaining wall
- Proposed Verge
- Proposed Landscaping
- Proposed Bridge Extents
- Proposed Bridge Piers
- Proposed alignment chainage. Refer to drawing YCL-ARP-ZZ-XX-DR-CX-18611 for Vertical alignment
- Ramp Extents - Proposed alignment to return to grade at this point
- Extents of Culvert (8m easment required either side)
- Extents of Culvert Easement
- Extents of York Yard South

P02	03/11/17	JT	JB	PW
For Information				
P01	22/05/17	EC	AS	PW
For Information				
Rev	Date	By	Chkd	Appd

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Client
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Project Title
York Central

Drawing Title
**Access Option C
General Arrangement**

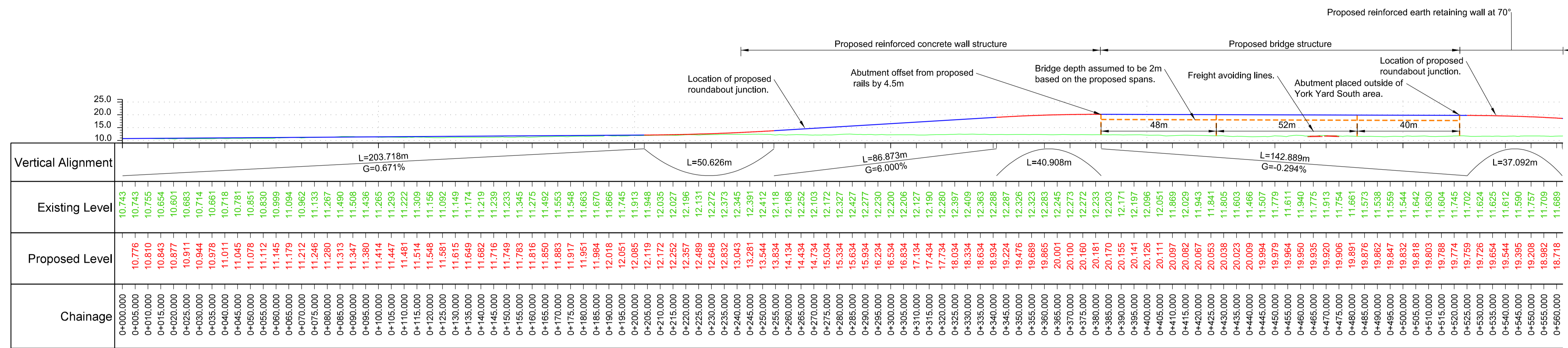
Scale at A1 1:1000

Role Civil

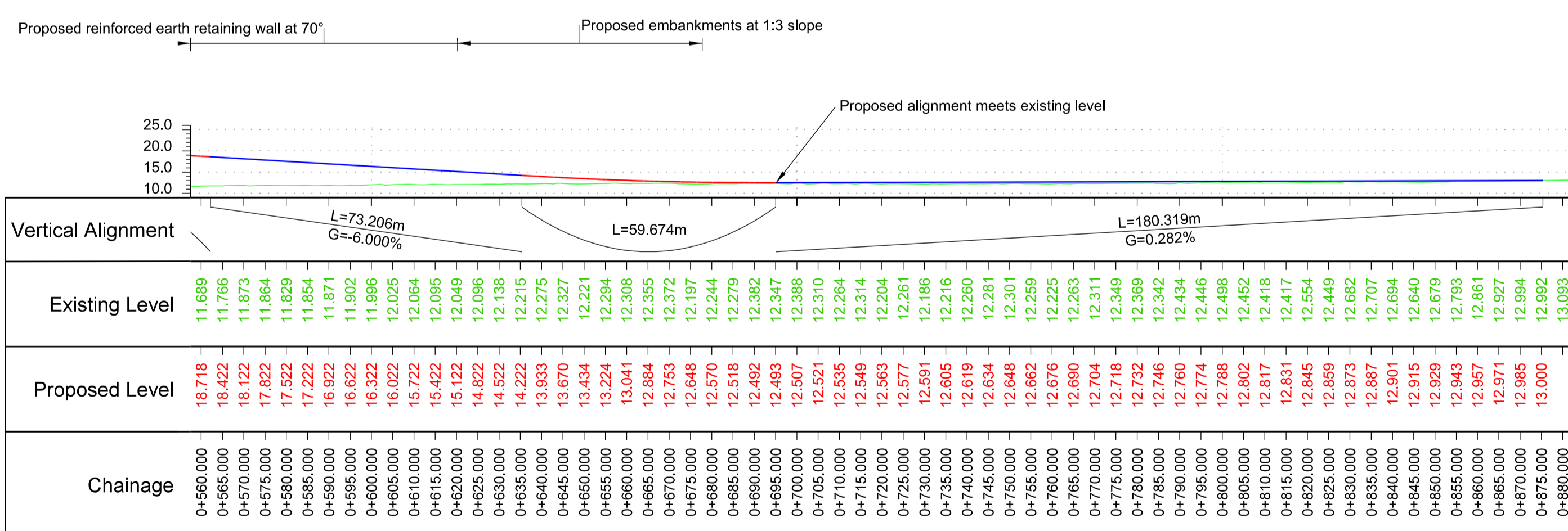
Suitability S2 - Fit for information

Arup Job No **251869-00** Rev **P02**

Name
YCL-ARP-ZZ-XX-DR-CX-18610



Long Section - CH 0+000 0+560
Scale 1:500



Long Section - CH 0+560 to 0+880
Scale 1:500

- Notes:
- Refer to YCL-ARP-ZZ-XX-DR-CX-18610 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

P01	22/05/17	GC	AS	RB
For information				
Rev	Date	By	Chkd	Appd

ARUP

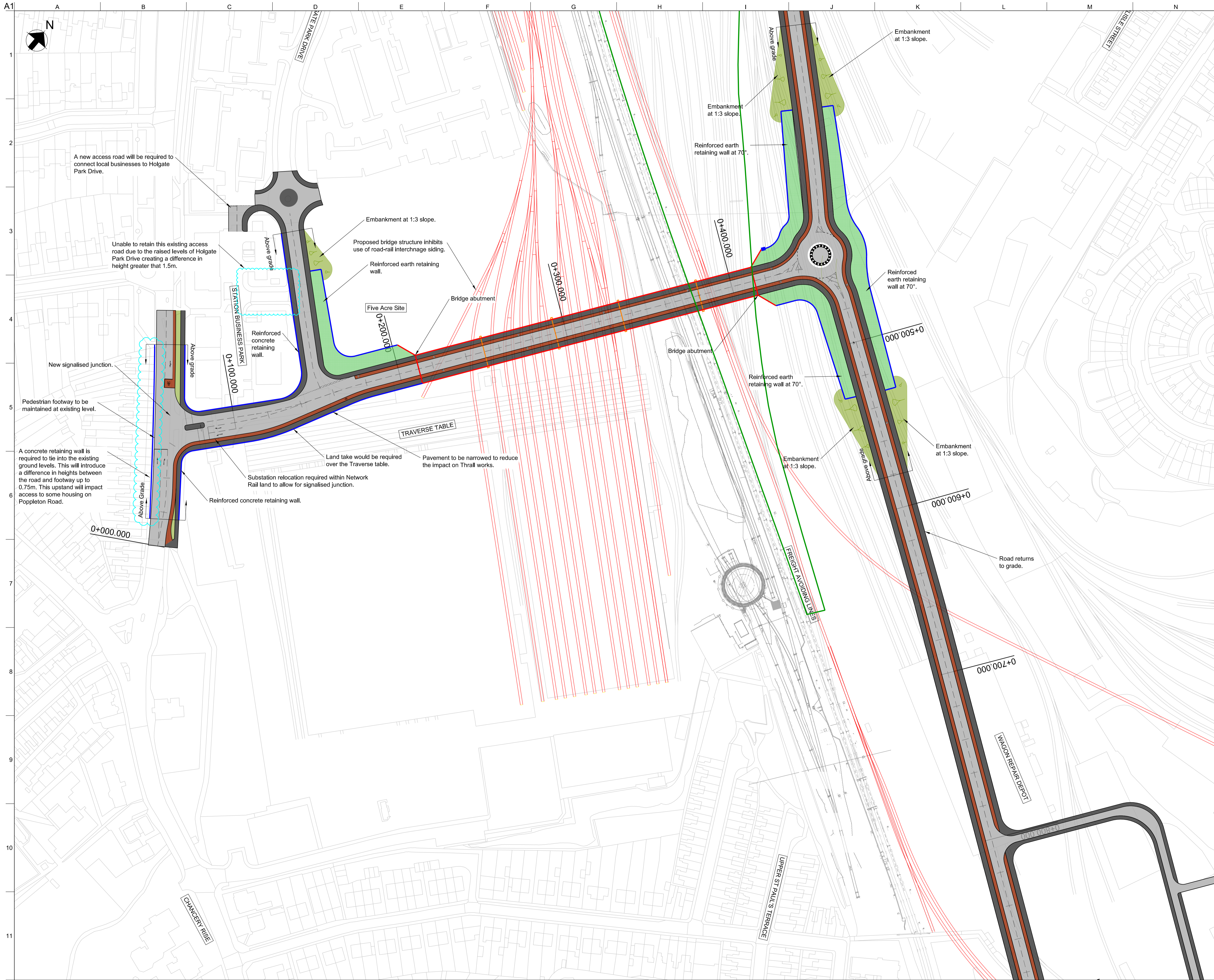
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Client
York Central Partnership

Project Title
York Central

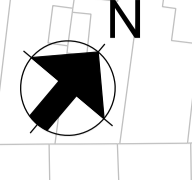
Drawing Title
Access Option C
Vertical Alignment

Scale at A1	As Shown
Role	Civils
Suitability	S2 - Fit for information
Arup Job No	251869-00
Rev	P01
Name	YCL-ARP-ZZ-XX-DR-CX-18611



A1
1
2
3
4
5
6
7
8
9
10
11

A B C D E F G H I J K L M N



A new access road will be required to connect local businesses to Holgate Park Drive.

Unable to retain this existing access road due to the raised levels of Holgate Park Drive creating a difference in height greater than 1.5m.

Embankment at 1:3 slope.

Proposed bridge structure inhibits use of road-rail interchange siding.

Reinforced earth retaining wall.

Bridge abutment

Five Acre Site

0+200.000

0+300.000

Embankment at 1:3 slope.

Reinforced earth retaining wall at 70°.

0+400.000

Reinforced earth retaining wall at 70°.

000.000+0

Reinforced earth retaining wall at 70°.

Embankment at 1:3 slope.

Embankment at 1:3 slope.

000.009+0

Road returns to grade.

000.002+0

0+100.000

TRAVERSE TABLE

FREIGHT YARDING LINES

WAGON REPAIR DEPOT

UPPER ST PAUL'S TERRACE

CHANCERY RISE

STATION BUSINESS PARK

Above grade

Above grade

New signalised junction.

Pedestrian footway to be maintained at existing level.

A concrete retaining wall is required to tie into the existing ground levels. This will introduce a difference in heights between the road and footway up to 0.75m. This upstand will impact access to some housing on Poppleton Road.

Above Grade

Above grade

Reinforced concrete retaining wall.

Substation relocation required within Network Rail land to allow for signalised junction.

Reinforced concrete retaining wall.

Land take would be required over the Traverse table.

Pavement to be narrowed to reduce the impact on Thrall works.

- Notes:
- Drawing based on masterplan file Western Option received from Allies & Morrison on 02/02/2017.
 - Refer to Drawing YCL-ARP-ZZ-XX-DR-CX-18619 for the General Arrangement of the York Central access options showing the full extents of the link road to York Station.

- Key to plan:
- Ordnance Survey Mapping
 - City of York Council Ownership Boundary
 - Proposed Railway Lines
 - Proposed Carriageway
 - Proposed Footway
 - Proposed Cycleway
 - Proposed retaining wall
 - Proposed Verge
 - Proposed Landscaping
 - Proposed Bridge Extents
 - Proposed Bridge Piers
- Proposed alignment chainage. Refer to drawing YCL-ARP-ZZ-XX-DR-CX-18613 for Vertical alignment
- Ramp Extents - Proposed alignment to return to grade at this point
 - Extents of Culvert (8m easement required either side)
 - Extents of Culvert Easement
 - Extents of York Yard South

P02	03/11/17	JT	JB	PW
For Information				
P01	22/05/17	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 D
General Arrangement

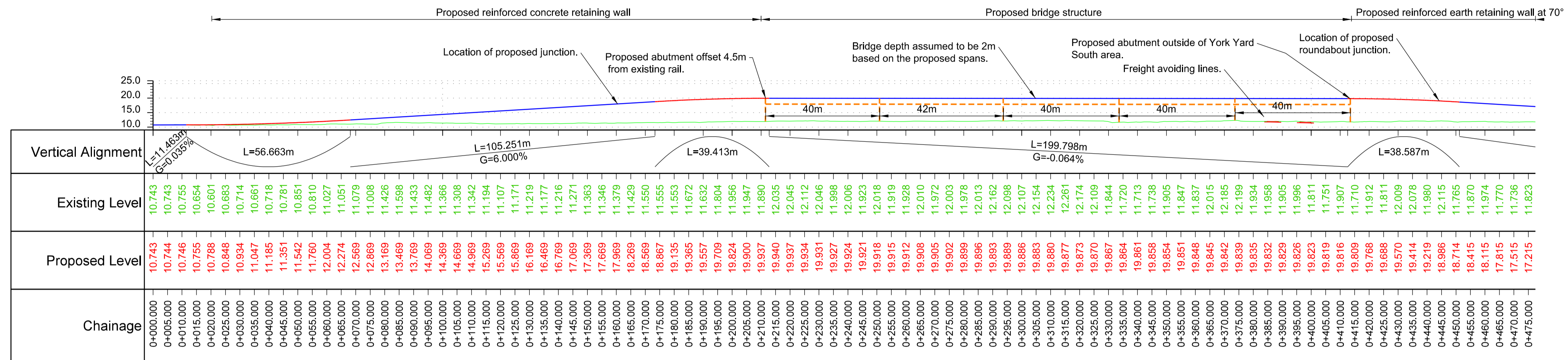
Scale at A1 1:1000

Role Civil

Suitability S2 - Fit for information

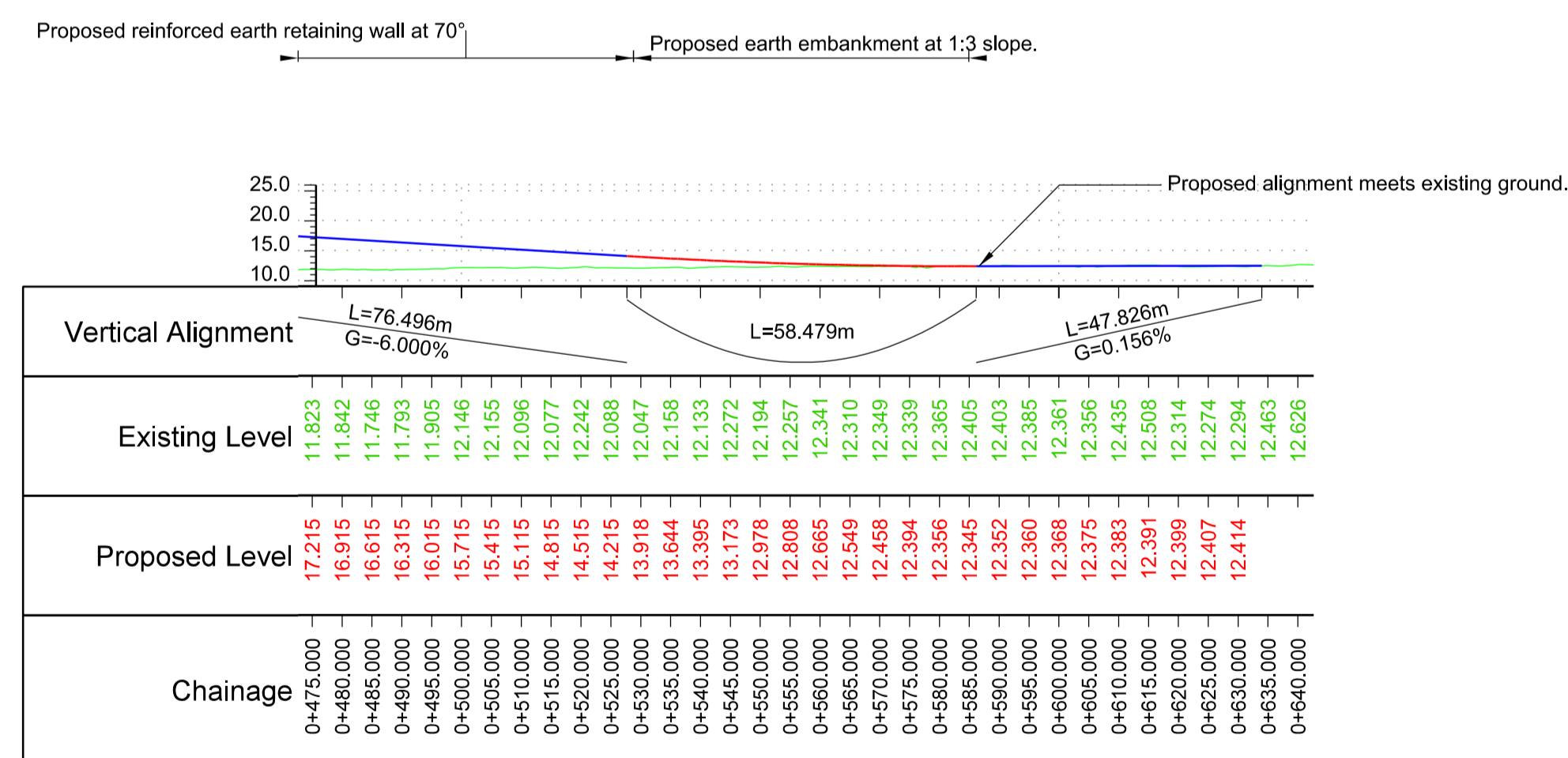
Arup Job No 251869-00 Rev P02

Name YCL-ARP-ZZ-XX-DR-CX-18612



Long Section - CH 0+000 0+475

Scale 1:500



Long Section - CH 0+475 to 0+640

Scale 1:500

Notes:

- Refer to YCL-ARP-ZZ-XX-DR-CX-18612 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

P01	22/05/17	GC	PW	RB
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For information

Rev	Date	By	Chkd	Appd

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Client

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Project Title

York Central

Drawing Title

Access Option D
Vertical Alignment

Scale at A1 As Shown

Role Civil

Suitability S2 - Fit for information

Arup Job No

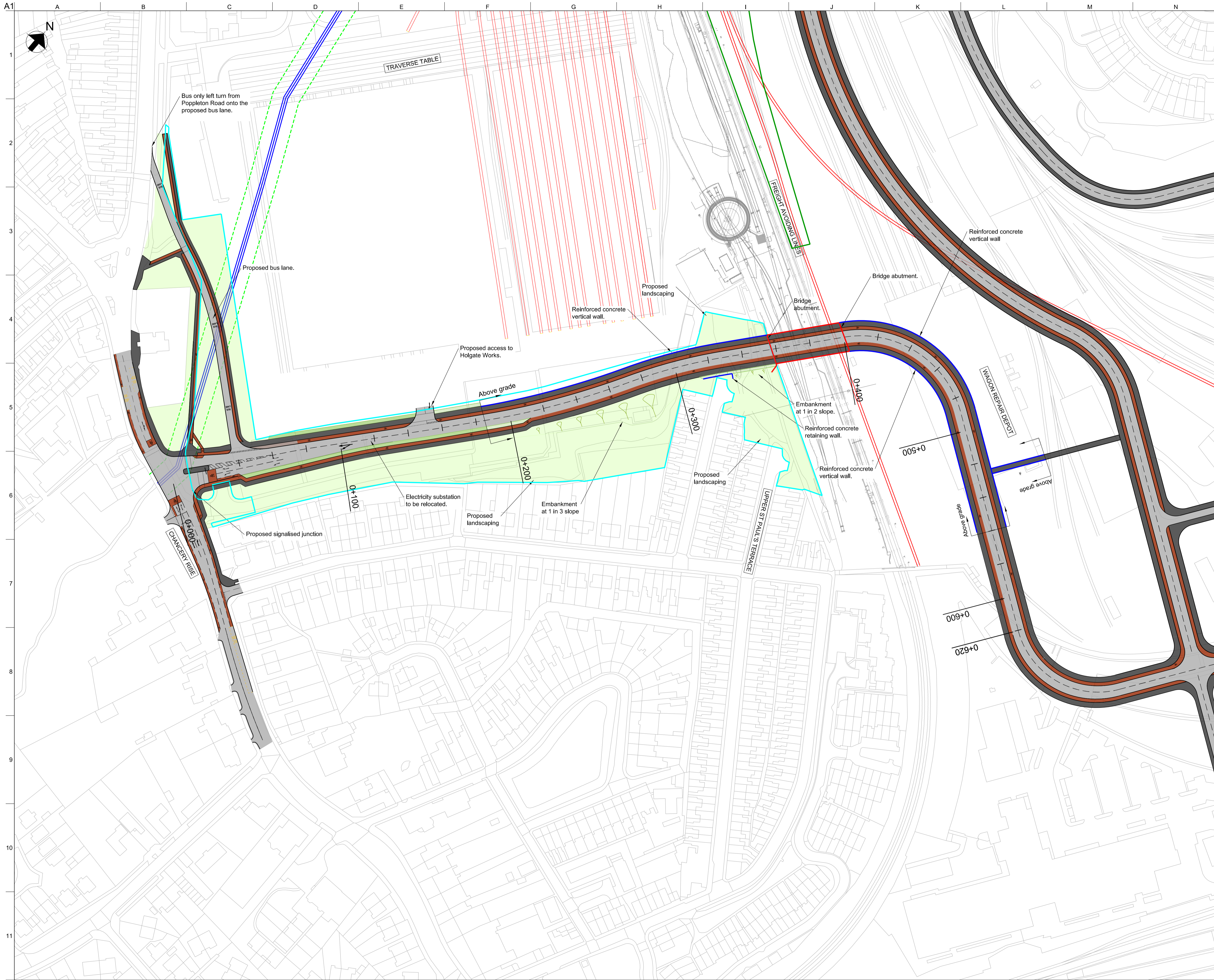
251869-00

Rev

P01

Name

YCL-ARP-ZZ-XX-DR-CX-18613



- Notes:
- Drawing based on masterplan file Eastern Option received from Allies & Morrison on 02/02/2017.
 - Refer to Drawing YCL-ARP-ZZ-XX-DR-CX-18620 for the General Arrangement of the York Central access options showing the full extents of the link road to York Station.

- Key to plan:
- Ordnance Survey Mapping
 - City of York Council Ownership Boundary
 - Proposed Railway Lines
 - Proposed Carriageway
 - Proposed Footway
 - Proposed Cycleway
 - Proposed retaining wall
 - Proposed Verge
 - Proposed Landscaping
 - Proposed Bridge Extents
 - Proposed Bridge Piers
- Proposed alignment chainage. Refer to drawing YCL-ARP-ZZ-XX-DR-CX-18622 for Vertical alignment
- 0+500
- Ramp Extents - Proposed alignment to return to grade at this point
 - Extents of Culvert (8m easment required either side)
 - Extents of Culvert Easement
 - Extents of York Yard South

P04	03/11/17	JT	JB	PW
For Information				
P03	22/05/17	IJD	PW	RB
For Information				
P02	05/05/17	EC	PW	RB
For Information				
P01	17/02/17	KK	PW	RB
For information				

Rev	Date	By	Chkd	Appd
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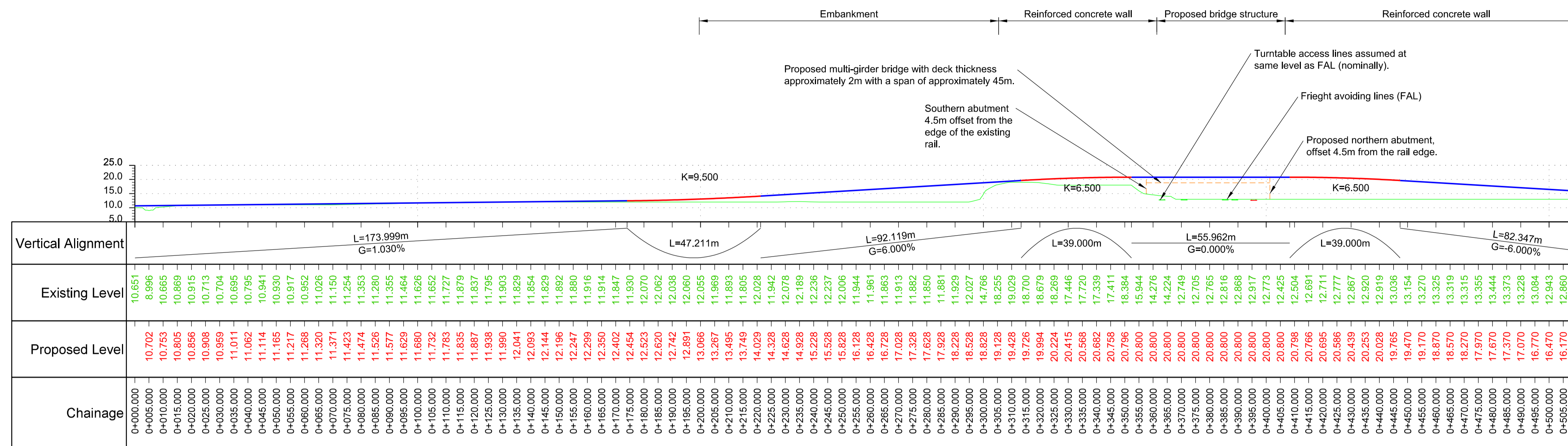
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York Central

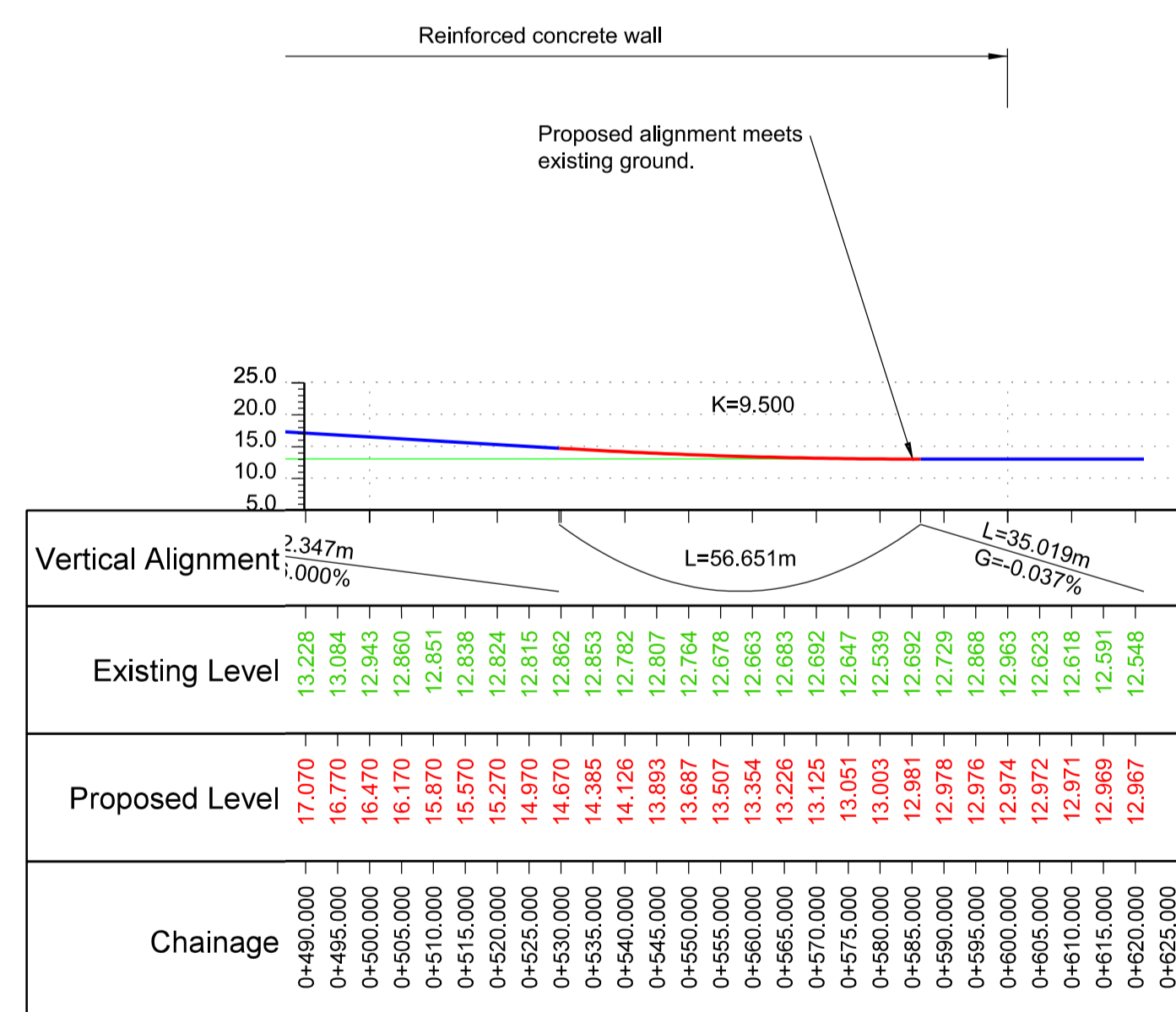
Drawing Title
**Access Option E
 General Arrangement**

Scale at A1 1:1000
 Role Civil
 Suitability S2 - Fit for information
 Arup Job No **251869-00** Rev **P04**
 Name **YCL-ARP-ZZ-XX-DR-CX-18606**



Long Section - CH 0+000 0+505

Scale 1:500



Long Section - CH 0+490 to 0+625

Scale 1:500

Notes:

- Refer to YCL-ARP-ZZ-XX-DR-CX-18606 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	GC	AS	RB
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For information

P02	05/05/17	GC	PW	RB
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For information

P01	17/02/17	KK	PW	RB
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For information

Rev	Date	By	Chkd	Appd

ARUP

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Client

York Central Partnership

Project Title

York Central

Drawing Title

Access Option E
Vertical Alignment

Scale at A1 As Shown

Role Civil

Suitability S2 - Fit for information

Arup Job No

251869-00

Rev

P03

Name

YCL-ARP-ZZ-XX-DR-CX-18607