Notice of a public meeting of
Planning Committee A

To: Councillors Crawshaw (Chair), Fisher (Vice-Chair), Ayre, Hollyer, Kelly, Merrett, Nelson, Steels-Walshaw, Steward, Waudby and Whitcroft

Date: Tuesday, 19 March 2024

Time: 2.30 pm

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

AGENDA

1. Declarations of Interest (Pages 1 - 2)

At this point in the meeting, Members and co-opted members are asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

2. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is **5:00pm on Friday 15 March 2024.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission. The meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

During coronavirus, we made some changes to how we ran council meetings, including facilitating remote participation by public speakers. See our updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

3. Plans List

This item invites Members to determine the following planning application:

a) A1237 York Outer Ring Road A19 Roundabout Up To And Including Little Hopgrove Roundabout York [22/02020/FULM} (Pages 3 - 138)

Improvements to the A1237 York Outer Ring Road including dualling of existing carriageway, improvements to roundabouts, provision of 5.1km shared use cycle and pedestrian route, signalised crossing facilities for active travel users, 2no. overbridges and no.6 underpasses for pedestrians and cyclists with ancillary development including sustainable drainage measures, flood compensatory storage areas, woodland planting/landscaping, habitat creation, noise barriers, revised field accesses, associated infrastructure and earthworks [Rural West York, Rawcliffe and Clifton Without, Haxby and Wigginton, Huntington and New Earswick Wards]

4. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:
Angela Bielby
Contact details:

- Telephone: (01904) 552599
- Email: a.bielby@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 **(Cantonese)**

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। **(Bengali)**

Ta informacja może być dostarczona w twoim własnym języku. **(Polish)**

Bu bilgiyi kendi dilinizde almanız mümkündür. **(Turkish)**

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ **(Urdu)**

☎ **(01904) 551550**

This page is intentionally left blank

Agenda Item 1

Declarations of Interest – guidance for Members

(1) Members must consider their interests, and act according to the following:

Type of Interest	**You must**
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting unless you have a dispensation.
Other Registrable Interests (Directly Related) **OR** Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item only if the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting unless you have a dispensation.
Other Registrable Interests (Affects) **OR** Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote unless the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item only if the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting unless you have a dispensation.

(2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.

(3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

COMMITTEE REPORT

Date:	19 March 2024	**Ward:**	Rural West York, Rawcliffe and Clifton Without, Haxby and Wigginton, Huntington and New Earswick
Team:		**Parish:**	Skelton, Rawcliffe, Clifton Without, Wigginton, New Earswick, Earswick, Huntington

Reference:	22/02020/FULM
Application at:	A1237 York Outer Ring Road A19 Roundabout Up To And Including Little Hopgrove Roundabout York
For:	Improvements to the A1237 York Outer Ring Road including dualling of existing carriageway, improvements to roundabouts, provision of 5.1km shared use cycle and pedestrian route, signalised crossing facilities for active travel users, 2no. overbridges and no.6 underpasses for pedestrians and cyclists with ancillary development including sustainable drainage measures, flood compensatory storage areas, woodland planting/landscaping, habitat creation, noise barriers, revised field accesses, associated infrastructure and earthworks
By:	City Of York Council
Application Type:	Major Full Application
Target Date:	30 April 2024
Recommendation:	Approve

1.0 APPLICATION SITE

1.1. The application site broadly comprises of the northern section of the A1237 York Outer Ring Road (YORR) from approximately 315m West of the A19 Shipton Road Roundabout extending eastwards to the Little Hopgrove Roundabout where the A1237 meets Malton Road and the A64. The extent of the application site also includes areas of the existing approach roads to the A1237 typically running North/South from the YORR.

1.2. The total extent of the development site is approximately 79 hectares. Included within this total area are 3.no work areas which will be utilised in the construction phase to facilitate the development by way of providing storage for

plant, machinery, materials and ancillary operations. These areas are situated to the North of the A1237/Clifton Moor Gate roundabout, land to the North West of the A1237/Haxby Road Roundabout adjacent to the York-Scarborough Rail line and an area of land situated to the East of Huntington Fire Station.

1.3. The extent of the application falls into the Parishes of: Rawcliffe, Skelton, Clifton Without, Wigginton, New Earswick, Huntington and Earswick.

THE PROPOSAL

1.4. The proposed development consists of the dualling of the existing carriageway, improvements to existing roundabouts, provision of 5.1km of shared use cycle and pedestrian route, signalised crossing facilities, 2.no overbridges and 6.no underpasses for pedestrian and cycle use. Ancillary development consisting of sustainable drainage measures, flood compensatory storage areas, woodland planting/landscaping, habitat creation, noise attenuation measures, revised field accesses and associated infrastructure and earthworks are also proposed.

A19 Shipton Road Roundabout to Clifton Moor Roundabout

1.5. In this section of the development the new carriageway will be located to the North of the existing. The existing underpass at the A19 roundabout will be retained and connected into the proposed radial cycle/footway facility. At the Clifton Moor roundabout a new pedestrian/cycle underpass is proposed to provide connectivity from the radial cycle/footway facility toward Clifton Moor situated to the South of the A1237. The roundabout, repositioned to the north of its current location, will also include a new fourth arm located on its northern side. The underpass will be located to the East of the roundabout. Land to the North of the existing roundabout will be utilised for the purposes of a construction compound; which will be temporary and utilised during the construction phase

Wigginton Road Roundabout

1.6. At this junction the roundabout is to be widened to accommodate the additional carriageways. On the northern approach of Wigginton Road existing bus stops are to be relocated. A crossing point is proposed to the North of the roundabout. A further signalised crossing point is proposed between the two relocated bus stops approximately 180m to the North. Signalised crossings are also proposed on the Eastern approach road of the A1237 and on the southern approach road on Wigginton Road.

Haxby Road/A1237 Junction – New Earswick/Haxby

1.7. At this junction the roundabout will be enlarged and realigned to the East. The approaches from the North (Haxby) and South (New Earswick) will be realigned to connect to the relocated roundabout. New cycle/footway underpasses are proposed

to provide connectivity North and South these will also connect into the radial route which travels eastwards toward the A1237/Strensall Road junction. A new road bridge is also required at this junction to the West of the roundabout this is to accommodate the new carriageway and span the York-Scarborough rail line which is located below the existing road.

A1237/Strensall Road Junction – Huntington/Earswick

1.8. Works at this junction comprise of the enlargement of the existing roundabout and the localised widening of existing approach roads. A new underpass is proposed to the Western side of the roundabout to provide cycleway and footway connectivity north and south of the road, this will also connect into the radial route from the Haxby/New Earswick junction. A new road bridge is also proposed to the West of the roundabout, this is required to accommodate the additional carriageway and to the span the River Foss. A parallel crossing (Combined Pedestrian and Cycle Zebra Crossing) is also proposed on Strensall Road approximately 150m to the North of the roundabout. A signalised emergency access is also proposed to serve the existing fire station this is to be located around the existing fire station access from the A1237. In this section land to the East of the of the existing fire station to the North of the A1237 will be utilised for the purposes of a construction compound.

A1237/Monks Cross/North Lane Junction

1.9. Works at this junction are to comprise of the localised widening of existing approach and exit roads. The provision of a signalised equestrian crossing to the east of the roundabout. Non signalised crossings are to be provided on the other four arms of the roundabout.

1.10. The bulk of the additional carriageway required to achieve a dualled road will be located along the northern side of the A1237; with the exception of an approximately 750m section leading to the Little Hopgrove Roundabout which is to be situated to the southern side of the A1237.

1.11. The proposed scheme is intended, as is detailed within the submitted information provided by the applicant, to support the reduction of carbon emissions through a number of measures including:

- Demand reduction by optimising both the existing transport network and network planning for future investment.
- Increasing modal share of active travel. Approximately 10% of the construction budget has been allocated to active travel measures such as improved crossing facilities and orbital pedestrian and cycle network with greater connectivity with key employment/leisure/retail destinations in the area.

- Promoting public transport – improvements to the ring road enables rapid connection to the city's park & Ride network at Rawcliffe Bar and Monks Cross, both of which are in within accessible proximity to the Western and Eastern extents of the application site.
- Accelerating uptake of zero emissions technology – the EV charging strategy for York includes provision of ultra fast charging hyper hubs at Poppleton Bar and Monks Cross Park & Ride sites. The scheme improvements will seek to connect these areas providing better links to the chagrining network.
- Offsetting through landscape mitigation.

THE APPLICATION

1.12. The applicant is City of York Council in their role as Local Highway Authority. The submitted application is seeking the granting of full planning permission for the proposals outlined within paragraphs 1.1.-1.11. of this report.

1.13. The proposed development constitutes Schedule 2 development under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). In June 2019 the applicant made a request to the Local Planning Authority (LPA) for a screening opinion (LPA Ref: 19/01187/EIASN). In October 2019 the LPA advised that the development was considered likely to have a significant environmental impact due to its scale, nature and design and that an Environmental Impact Assessment would be required by virtue of the potential impacts upon habitat and biodiversity, the historic built environment and noise emissions.

1.14. In September 2020 the applicant made request to the LPA for a scoping opinion in respect of the proposed development (LPA Ref: 20/01659/EIASP). In January 2021 the LPA subsequently advised that the following matters should be scoped into any subsequent Environmental Statement:

- Assessment of Alternatives
- Air Quality (construction and operation)
- Noise and Vibration (construction and operation)
- Nature Conservation (construction and operation)
- Historic Environment (construction)
- Landscape and Visual (construction and operation)
- Road Drainage and the Water Environment (construction and operation)
- Climate (construction and operation)
- Population and Human Health (construction and operation)
- Material Assets and Waste (construction and operation)
- Geology and Soils (construction and operation)
- Traffic and Transport (construction and operation)

- Lighting (construction and operation)
- Cumulative Effects (construction and operation)

1.15. The information provided within the submitted Environmental Statement is sufficient for the LPA to understand the likely environmental effects of the proposals and any required mitigation. EIA regulations require this environmental information as well as representations received about the environmental effects of the development to be taken into account in the determination of the planning application.

1.16. In the event that the Council is minded to grant planning permission the application shall have to be referred to the Secretary of State for them to assess the case and determine whether a decision can be made or whether a call-in is warranted for the Secretary of State to determine the application. This referral will be necessary in accordance with The Town and Country Planning (Consultation) (England) Direction 2021; due to the location of the site within the Green Belt.

2.0 POLICY CONTEXT

NATIONAL PLANNING POLICY FRAMEWORK

2.1. The revised National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. A revised NPPF was published in December 2023. Within the consultation comments received to the application numerous references are made to earlier iterations of the NPPF. The proposals however have been assessed against the current NPPF.

2.2. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (section 38(6) Planning and Compulsory Purchase Act 2004).

2.3. The Statutory Development Plan for the City of York comprises the saved policies and key diagram of the otherwise revoked Yorkshire and Humber Plan Regional Spatial Strategy (2008) and any made Neighbourhood Plan; relevant to this application are The Earswick Neighbourhood Plan and the Huntington Neighbourhood Plan.

2.4. Although the RSS has otherwise been revoked, its policies which relate to the York Green Belt have been saved together with the Key Diagram insofar as it illustrates the general extent of the Green Belt around York. Saved policy YH9 states 'the detailed inner boundaries of the Green Belt around York should be defined in order to establish long term development limits that safeguard the special

character and setting of the historic city. The boundaries must take account of levels of growth set out in the RSS and must also endure beyond the Plan period.

2.5. The vast majority of the application site falls within the general extent of the Green Belt as shown on the Key Diagram of the saved RSS Green Belt policies; with the exception of the southern section of the application site between the A19 and Clifton Moor Roundabouts.

NEIGHBOURHOOD PLANS

2.6. The application site covers multiple neighbourhood plan areas. In the context of 'made' neighbourhood plans the Neighbourhood Plans for Earswick and Huntington are relevant as noted in Paragraph 2.3 above. In addition to this the application site also falls into the following defined neighbourhood plan areas; Haxby and Wigginton, and Skelton; however, at present no draft neighbourhood plans exist for these areas.

EARSWICK NEIGHBOURHOOD PLAN

2.7. The Earswick Neighbourhood Plan was adopted by the City of York Council on 27th June 2019. The following policies within the Earswick Neighbourhood Plan are considered to be relevant:

- ENP4 Green Belt
- ENP5 Local Green Spaces
- ENP6 Ecology and Biodiversity
- ENP8 Trees and Hedgerows
- ENP11 Traffic Capacity and Sustainable Transport
- ENP12 Protecting Footpaths/Bridleways and Cycleways
- ENP13 Safe and Secure Parish

HUNTINGTON NEIGHBOURHOOD PLAN

2.8. The Huntington Neighbourhood Plan was adopted by the City of York Council on 20th July 2021. The following policies within the Huntington Neighbourhood Plan are considered to be relevant:

- H4 Design Principles
- H14 Green Belt
- H15 Local Green Spaces
- H16 River Foss
- H17 Biodiversity
- H18 Flooding and Water Management
- H19 Transport and Traffic Management
- H21 Walking and Cycling

YORK AND NORTH YORKSHIRE MINERALS AND WASTE JOINT PLAN

2.9. The York and North Yorkshire Minerals and Waste Joint Plan was adopted by City of York Council in April 2022. The Minerals and Waste Joint Plan forms part of the statutory development plan for the city. However, in the context of the proposals contained within this application it is considered that there are no policies which are specifically relevant to the assessment of this scheme.

PUBLICATION DRAFT LOCAL PLAN (DLP 2018)

2.10. The DLP was submitted for examination on 25th May 2018. Modifications were consulted upon in February 2023 following examination. A further hearing session will take place is March 2024. In accordance with paragraph 48 of the NPPF the Draft Plan policies can be afforded weight according to:

-The stage of preparation of the emerging plan (the more advanced the preparation the greater the weight that may be given);

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

-The degree of consistency of the relevant policies in the emerging plan to the policies in the previous NPPF published in March 2012. (N.B: Under transitional arrangements plans submitted for examination before 24 January 2019 will be assessed against the 2012 NPPF).

2.11. Key relevant DLP 2018 policies are:

DP2 – Sustainable Development
DP3 – Sustainable Communities
DP4 Approach to Development Management
SS1 – Delivering Sustainable Growth for York
SS2 – The Role of York's Green Belt
D1 – Place Making
D2 – Landscape and Setting
D6 – Archaeology
GI2 – Biodiversity and Access to Nature
GI4 – Trees and Hedgerows
GI6 – New Open Space Provision
GB1 Development in the Green Belt
CC2 – Sustainable Design and Construction of New Development
ENV1 – Air Quality
ENV2 – Managing Environmental Quality
ENV3 – Land Contamination
ENV5 – Sustainable Drainage

T1 – Sustainable Access
T4 – Strategic Highway Network Capacity Improvements
T5 – Strategic Cycle and Pedestrian Network Links and Improvements
T7 – Minimising and Accommodating Generated Trips
T8 – Demand Management

2.12. The evidence base that underpins the proposed emerging policies is a material consideration in the determination of this planning application. The directly relevant evidence base is:

- City of York Housing Needs Update (2020).
- Strategic Housing Land Availability Assessment Figure 6: Updated to 790 dwellings per annum Objectively Assessed Need (2019).
- Topic Paper 1: Approach to defining York's Green Belt (2021).
- City of York Local Plan Transport Topic Paper Update (2019).
- City of York Local Plan Viability Assessment Update (2018).
- Strategic Housing Land Availability Assessment and Appendices (2018).
- Strategic Housing Land Availability Assessment and Annexes (2017).
- City of York Strategic Housing Market Assessment Update (2017).
- City of York Strategic Housing Market Assessment (2016).
- City of York Strategic Housing Market Assessment Addendum (2016).
- City of York Site Selection Paper Addendum (2014).
- City of York Local Plan Viability Study (September 2014).
- City of York Site Selection Paper and Annexes (2013).
- City of York Historic Character and Setting Technical Paper Update (2013).
- City of York Site Selection Paper and Annexes (2013).
- City of York Historic Character and Setting Technical Paper Update (2013).
- City of York Historic Character and Setting Technical Paper (2011).
- Approach to the Green Belt Appraisal and Maps (2003).

2.13. Paragraph 11 of the NPPF states that decisions should apply a presumption in favour of sustainable development which means, for decision taking:
c) Approving development proposals that accord with an up-to-date development plan without delay; orb) Where there are no relevant development policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- The application of policies within this framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole.

2.14. However, the presumption does not apply application of Green Belt policies as set out in the NPPF indicates that permission should be refused.

3.0 CONSULTATIONS

3.1. The application has been advertised via Site Notice, local press notice and neighbour notification letter.

INTERNAL

3.2. **CITY ARCHAEOLOGIST:** No objections raised. As was discussed at pre-application stage the scheme is most likely to impact upon a below ground archaeological resource relating to the late prehistoric and Romano-British activity, wartime structures and remains of Clifton airfield and potential geo-archaeological deposits related to the River Foss. Further investigations will be required. Recommends conditions to secure a Written Scheme of Investigation, post determination archaeological evaluation, a programme of post determination archaeological mitigation and a scheme of interpretation in relation to Clifton airfield.

3.3. **FORWARD PLANNING TEAM (PLANNING POLICY):** In principle no policy objections are raised to the proposals subject to the development preserving the openness of the Green Belt and not conflicting with the purposes of including land within it; unless justified by Very Special Circumstances.

3.4. **PUBLIC PROTECTION:** No objections raised with regard to the construction or operational phases of the development. However, in the event of planning permission being granted it is requested that a series of conditions be attached covering matters relating air quality, land contamination, lighting, noise, construction management and construction working hours.

3.5. **ECOLOGIST: December 2022**: Further information is required with regard to the management of construction operations and Biodiversity Net Gain.

July 2023: No objections raised subject to conditions relating to Biodiversity Net Gain, Construction Environmental Management Plans, provision of measures to safeguard protected species, provision of a Landscape and Ecological Management Plan.

3.6. **LEAD LOCAL FLOOD AUTHORITY (DRAINAGE):** No objections raised but requests a series of conditions to be attached to the granting of any planning permission.

3.7. **HIGHWAYS (DEVELOPMENT MANAGEMENT):** No objections raised but recommends a series of conditions.

3.8. **PUBLIC RIGHTS OF WAY:** We have previously been in contact with the YORR project team with regard to the affects upon public rights of way. We have no further comments to make.

3.9. **SAFER YORK PARTNERSHIP (NORTH YORKSHIRE POLICE):** No objections raised. It is pleasing to note that crime prevention has been taken into consideration in the design and layout of the underpasses and footways.

3.10. **LANDSCAPE ARCHITECT:** No objections raised but recommends conditions relating to the provision of a Construction Environmental Management Plan, Arboricultural Method Statement, method for removal of existing roadway, finalised planting and landscaping plans including maintenance provision, landscape and ecological management plan.

EXTERNAL

3.11. **SKELTON PARISH COUNCIL:** Response received stating No Comments.

3.12. **RAWCLIFFE PARISH COUNCIL:** Do not object to the proposals but do wish to make the following comments:

- There is no provision to improve the traffic flow at the egress over the bridge a westerly direction past the A19 roundabout. We anticipate that the scheme will lead to a worsening of the traffic bottlenecks at the A19/A1237 roundabout and approaches which will negatively impact the residents of Rawcliffe.
- There is no provision to protect or improve the PROW at the end of Conway Close, Rawcliffe, which crosses the A1237. This PROW is already unsafe to use, this scheme will render this established footpath unusable due to the increased traffic speed and additional traffic lanes.
- There is no provision for an underpass at the Wigginton Road roundabout. A pelican crossing will not be sufficient for pedestrians and cyclists if traffic is travelling at high speeds. The creation of the Clifton Moor Gate ‘village’ included in the City Local Plan has provision at the Clifton Moor roundabout for an underpass, the same provision would be even more beneficial at the Wigginton Road junction.

- The Parish Council wants to protect and preserve the old runway as part of a project which will record and make available to visitors the history of the airfield and wartime activities that took place.

3.13. **CLIFTON WITHOUT PARISH COUNCIL:** Do not object to the proposals but do wish to make the following comments:

- Wigginton Road roundabout: The parish council feel this is unsafe both for pedestrians and cyclists.
- Hurricane Way Crossing: This does not follow the desire line, is a stage 2 crossing and does not have sufficient space for people waiting.
- There is no provision for a footpath from Conway Court to Skelton.
- There is no scheme to discourage traffic turning into the city centre.

3.14. **WIGGINTON PARISH COUNCIL:** Do not object to the proposals but do wish to make the following comments:

- Residents have raised the lack of safe cycle routes from Wigginton village across the ring road and to the centre of York.
- The stopping up and diversion of the Public Right of Way along the rail line should be made suitable for both pedestrians and cyclists.
- The provision of new cycle infrastructure as part of the YORR scheme is even more important because Wigginton is wedged between two strategic development sites (ST9 North of Haxby and ST14 – Land West of Wigginton Road).
- The safety of cycle crossings should not just be focused on the Haxby and Wigginton Road roundabout. Opportunities to include infrastructure at this stage to enable the creation of a safe cycle path along the Westfield Beck public right of way should be considered.

3.15. **NEW EARSWICK PARISH COUNCIL:** No objections to the proposals and are supportive in principle. As part of discussions leading up the development of the scheme, Members highlighted the need to ensure there would be good pedestrian access as part of the project and have noted the cycle and pedestrian facilities that are included.

3.16. **HUNTINGTON PARISH COUNCIL:** No objections but wish to make the following comments:

- We have concerns about the close proximate of the cycle path (Public Footpath, Huntington No 5) between the River Foss and Strensall Road, we would like to see a degree of separation in the region of 3 metres.
- We would like assurances that the underpass from Huntington to Earswick will be adequately lit for the safety of users, given that the underpass is at an angle where users cannot see the whole route through the underpass, we do not

want a dark area which might attract anti-social behaviour, and create an unsafe environment for users.

- We would like acoustic baffling to be installed before construction work begins to minimise the disruption to residents both during and after construction, it is important that residents quality of life is not diminished by the ongoing works.
- Given the scale of the application we would expect that conditions will be imposed on the planning permission dealing with hours and methods of working to mitigate disruption to residents by virtue of noise and light pollution.
- There are concerns that; whilst Public Bridleway, Huntington No 4 is being diverted the proposal to expect pedestrians, cyclists and riders to cross the dualled carriageway via a Pegasus Signalised Equestrian Crossing facility with parallel Toucan Crossing (signals for pedestrians and cyclists) is not adequate and represents a clear danger to those using the crossing, we would prefer to see either a bridge or underpass in this location, especially when you consider there is going to be a development of over 900 homes in this area in the next ten years and the area to the south of the bridleway is designated to become a country park which will likely attract many visitors.

3.17. **EARSWICK PARISH COUNCIL:** Does not object to the proposals but wishes to make the following comments:

- The scheme will lead to a worsening of the traffic bottlenecks at the Strensall Road/A1237 roundabout and approaches which will negatively impact the residents of Earswick.
- The projected traffic increase on the ORR will increase both air pollution and noise for people living close to the ring road particularly on Strensall Road, Stablers Walk and Shilton Garth Close. Noise reduction measures should be improved to negate and preferably diminish road noise.
- We have concerns regarding the proposed underpass from Earswick to Huntington and would like assurances that it will be adequately lit for the safety of both pedestrians and cyclists.
- The proposed acoustic baffling should be installed before construction work begins t minimise noise disruption to residents.
- Conditions need to be imposed on the granting of planning permission limiting the hours of working to mitigate disruption to residents particularly outside of daylight hours and at weekends. There should be a complete ban on working on Sundays in the Earswick area, including maintenance areas which are on both sides of Earswick, to allow some respite for those residents living close to the ring road.
- Whilst noting that the proposed pedestrian/cyclist crossing has been moved away from the immediate junction of the ring road, the proposed location on Strensall Road is not suitable, particularly the loss of the layby and further

discussions would be welcome with a view to relocating the crossing nearer the junction with Willow Grove, opposite the existing bus lay by.
- We are also concerned that the joint pedestrian/cycle footpath leading from the proposed crossing to the underpass is too narrow.

3.18. **ACTIVE TRAVEL ENGLAND:** Recommend Conditional Approval.
- Initially provided a deferred response subject to further details in July 2023.
- Provided a second response in September 2023 where ATE recommended Conditional Approval subject to a lighting scheme.
- ATE recommend that a suitable lighting strategy is secured.
- ATE believe that as part of the proposals the provision of road lighting at cycleway and footway locations outside of the roundabout and other conflict areas to improve the perception of safety and hazard identification for pedestrians and cyclists where there would be no interaction with vehicular traffic.
- A phasing strategy should be secured by planning condition to ensure that appropriate low level lighting will be incorporated at regular intervals along each foot/cycle way.

3.19. **ENVIRONMENT AGENCY:** No objections raised but makes comments and recommendations in respect of various aspects of the proposals. The Environment Agency also supports the list of conditions as outlined by the CYC Ecology Response as well as their Biodiversity Net Gain comments, conditions and recommendations:

Flood Risk: Advises that some sections of the proposals lie with Flood Zones 2 (Medium Probability) and 3 (High Probability). The proposals would be considered to be essential infrastructure. EA recommends a condition requiring the development to be carried out in accordance with the submitted flood risk assessment.

Advises that surface water drainage should be agreed with both CYC Drainage Engineer and the Internal Drainage Board.

Environmental Permitting: Advises that the applicant may require the benefit of a permit or exemption under the Environmental Permitting (England and Wales) Regulations 2016.

Biodiversity: The ecological mitigation and enhancements that have been proposed will require a Landscape and Ecological Management Plan (LEMP) to be in place.

A Construction and Environmental Management Plan (CEMP) Biodiversity will be required to demonstrate how construction related impacts of the development will be avoided.

Biodiversity Net Gain (BNG): Recommends that the CYC Ecologist is consulted. A BNG Assessment has been carried out using the Biodiversity Metric. However, we feel the assessment provided is incomplete and deviates from guidance. EA Recommends that updated BNG information is submitted.

Pollution Prevention: Given the number of waterbodies that are located within and close proximity to the proposed projects boundary, we are concerned of potential water pollution due to suspended soils and other pollutants entering controlled waters during pre-operational and operation activities.

3.20. **HISTORIC ENGLAND:** No objections raised. Recommends that the views of CYC specialist conservation and archaeological advisers are sought.

3.21. **NATURAL ENGLAND:** 5th July 2023: No objections subject to appropriate mitigation being secured. Mitigation should include the provision of a Construction Environmental Management Plan and the provision of an oil interceptor and vortex grit separator near Clifton Ings and Rawcliffe Meadows SSSI.

3.22. 16th November 2022: Further Information Required to determine impacts on designated sites and best most versatile agricultural land. As submitted the application could have potential significant effects on Clifton Ings and Rawcliffe Meadows SSSI. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following is required:

- Further details/location plan of the embedded mitigation to treat and attenuate drainage before it enters Clifton Ings ditch and Clifton Ings and Rawcliffe Meadows SSSI.
- Further details of pollution prevention measures relating to Clifton Ings and Rawcliffe Meadows SSSI.

3.23. **FOSS INTERNAL DRAINAGE BOARD:** 6th March 2024 – No objections raised subject to conditions.

- The IDB now recommends that any approval granted should include conditions securing the proposed drainage works, 9m access and maintenance strips are secured and the applicants attention is drawn to the requirement for consent from the IDB to be secured for any discharge, culverting or diversion of a watercourse.

Objections raised (9th November 22). Objections raised on the following grounds:

- The Board maintained watercourses of Westfield Beck, River Foss and Sow Dyke would be affected by the works.
- Any works within 9m of the Board maintained watercourses must have the boards prior written consent.
- Revised access to Westfield Beck is unclear.
- We must be able to access both sides of the River Foss – we cannot work from one side given the size of the watercourse.
- A lay-by will be required on both sides of the A1237 for a low loader trailer to deliver larger machinery to the watercourse which cannot be driven on roads.
- The diversion of Sow Dyke raises no issues in principle however further details must be provided to allow a fuller review.
- Further details with regard the need for extensions to bridges and culverts over Board maintained watercourses.
- Surface Water discharge rates need to be agreed.
- Further drawings showing the existing and proposed catchment areas for each outfall are required.
- Simple details of flow control devices are required. These must be upstream of the outfall structures.
- Details of any surface storage systems should be provided.
- Details of the existing outfall structures should be provide to establish whether these need to be updated as part of the works.
- No objection to the principle of the compensatory flood storage areas however clarification should be provided as to whether any of these works are within 9m of Board maintained watercourses.

3.24. **NATIONAL HIGHWAYS:** 1st November 2022 – Issued a holding direction advising that planning permission not be granted due to the need for further information to be provided including:

- Collision Analysis at the Hopgrove Junction;
- Evidence base of the current operation of the Hopgrove Junction and development of a 2022 base year model for adequate assessment of the scheme;
- Junction capacity assessment for A64 Hopgrove; and
- An agreement between CYC and National Highways regarding queuing on the A1237 in the vicinity of the A64 Hopgrove Junction.

1st February 2023: National Highways Offer no objection:

- National Highways Linsig Model indicates the Hopgrove Junction will operate in excess of capacity on the A1237 approach to the Main Hopgrove Junction in the morning peak; a deterioration in residual capacity is also observed on the upstream approach from the A1237 at Little Hopgrove. In the evening peak the

A64 circulatory is forecast to operate in excess of capacity in both scenarios, with the operation deteriorating further with the inclusion of York Outer Ring Road.

- Should excessive queues on the A1237 form as a result of the implementation of the proposals, the modelling as part of our review illustrates that there is an opportunity to adjust the set up of the adaptive signal control at the junction to achieve better overall performance at the junction without significant impacts on the A64.

3.25. **KYLE AND UPPER OUSE INTERNAL DRAINAGE BOARD:** No objections raised but recommends that in the event of planning permission being granted conditions are attached relating to the provision of suitable drainage infrastructure.

3.26. **NETWORK RAIL:** No objections raised. Network Rail is aware of the scheme and the developer has engaged with us to agree the use of railway land and undertaking engineering works over and in proximity to the operational railway environment. Subject to the developer entering into the relevant agreements and continuing dialogue with use as the scheme moves forward, we have no observations to make.

3.27. **NATIONAL GRID:** No representations or comments have been received.

3.28. **NORTHERN GAS NETWORKS:** No objections to the proposals, however they may be apparatus in the area that may be at risk during construction works. Should the planning application be approved, the promoter of the works will be required to contact Northern Gas Networks directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable.

3.29. **NATIONAL PLANNING CASEWORK UNIT:** No comment to make on the environmental statement.

3.30. **NORTHERN POWERGRID:** No representations or comments have been received.

3.31. **YORKSHIRE WILDLIFE TRUST:** No comments to make on this application and would like to support the comments of Natural England and the Environment Agency. The lack of comment from YWT does not imply that there will be no impacts on the natural environment, only that there are no specific constraints on this site which warrant comment from us, due to our limited resources.

3.32. **YORKSHIRE WATER:** No objections raised but notes that there are various Yorkshire Water assets within the development site which may be affected by the

proposed development and in some cases may require diversionary works to be undertaken. Request a series of conditions in the interests of safeguarding these assets including the public water supply.

4.0 REPRESENTATIONS

4.1. A total of 137.no objections and 4.no representations and 1.no letters of support had been received at the time of writing.

4.2. Summary of the objections received:

Traffic, Congestion and Rights of Way

- Dualling will make no difference if you are not willing to remove the roundabouts. It is these which cause congestion. A better solution would be underpasses.
- There is no evidence presented to suggest that a dual carriageway will actually increase the throughput of traffic.
- There will be an increase in stationary traffic where the road merges back to single carriageway. Increasing air pollution.
- During non-peak times vehicles will travel at a higher speed.
- I cannot understand the sense and practicality of ‘stopping up’ the public right of way New Earswick No.11 at the ring road.
- The proposal is only concerned with increasing traffic flow on the A1237 itself and does not consider the problems of traffic joining or trying to join the bypass from York or from the North.
- The A19 exit toward Ouse bridge is often restricted by traffic.
- Every previous change to the A19 roundabout has made traffic worse.
- The proposals will not resolve traffic issues.
- Why haven’t alternatives such as reinstating tram lines being considered.
- No information dealing with induced demand has been provided.
- It will lead to an increase in traffic in the city centre as there are no mitigations in the current proposals to prevent that, whilst increasing the flow of cars.
- Whilst I support the recent, new, additional cycle measures added into this plan I am generally opposed to the rest of it.
- Growing traffic and growing capacity is illogical.
- Car is again and still being prioritised.
- The proposals present a massive opportunity for active travel, with the potential to improve active travel routes within the city and to connect outer villages to the city centre. The current application includes no commitment to measures that will reduce traffic within the city.

Highway Safety

- We are glad to see some modifications have been made to the Wigginton Road junction, but we remain of the opinion that the junction remains comprised in terms of safety.
- We query the effectiveness of the safety audit carried out. The audit fails to completely address the specific issue of heavy use by children and horses and the proximity of the Cliftongate site to the north.
- Conflicts between pedestrians and cyclists remain with no provision of a controlled crossing to the West.
- The proposed crossing to the East is not on the desire line. Most will choose the shorter route to the western leg.
- The controlled crossing will impact upon traffic flow.
- We feel the Wigginton Road junction merited an underpass.
- Vehicular accesses to the north of the development are further impacted.
- The layby on Strensall Road was designed to comply with planning requirements when the houses were built in 1971 to enable safe access and egress of residents onto what was then deemed to be a busy road.
- Strensall Road is now a major artery road into York therefore the lay-by has become even more important.
- Public, resident and safe delivery parking will be lost potentially creating dangerous situations.
- The site for the crossing on Strensall Road has been selected without local resident input or consultation and is the widest part of the road.
- There is already a ‘middle of the road’ crossing island in the road 20m from the proposed site rendering this crossing redundant.
- If a crossing is required, it would be better nearer the bus stops.
- The rerouted bridleway will cause the same safety issues as the existing situation.
- The junctions at Wigginton Road and Monk’s Cross are unacceptably dangerous for active transport users.
- These improvements fail to consider active travel and does not off sufficient safeguards to walkers and cyclists in line with the new hierarchy of users in the reformed highway code.
- The applicants report ‘Existing and Proposed cycle facilities P01 S3’ demonstrates that the proposed design fails on multiple points when measured using the assessment tools provided in Local Transport Note 1/20.
- The proposals at Wigginton Road Roundabout does not in any way reduce the danger to cyclists crossing this junction. This is not a sustainable solution.
- The proposals show Huntington Bridleway 4 on the northern side being maintained. The consequence of this is that people will still walk down the existing route and arrive at what would become the former crossing point rather than retracing their steps to the new crossing point. This will create a safety issue.

- The pedestrian crossing on Strensall Road is not in a position where it will be used by a large number of users.
- If the plans are passed restrictions on speed limited should be imposed in the approaches to the roundabouts from all directions.
- The permeability of the ring road for people on foot and on cycles, including for children and other vulnerable people has not been addressed by this proposal.
- Additional widening on Wigginton Road to the North of the roundabout in order to provide a series of ghost island right turn facilities should be provided.
- The positioning of the proposed uncontrolled pedestrian crossing point with a refuge island to the north of the roundabout impacts upon the movements both in and out of our clients existing access.
- Some access needs to be provided with acceleration and deceleration lanes to facilitate safe access and egress whilst ensuring the free flow of traffic.
- The Wigginton Road roundabout is particularly dangerous for active travel users. This is in huge contrast to the Haxby roundabout which is designed excellently.
- The provision of shared path provision for cyclists and walkers in unattractive to both groups and adds to a deterrent effect simply due to the nature speed difference between the two modes.
- The proposed speed limits are too high.

Pollution

- The proposals will lead to increased air pollution.
- An increase in noise and vibration from stationary traffic for residents in Rawcliffe.
- Significant adverse effects from noise will be encountered in places.
- The dualling between Clifton Moor and Shipton Road will have a negative effect upon residents of Rawcliffe.
- The development will lead to increased Green House Gas emissions.
- Granting planning permission would disregard CYC's own traffic reduction and carbon targets.
- The proposed lighting will harm ecology.
- The proposals are incompatible with the Councils aim to be a net zero carbon city by 2030. We need fewer cars on the road. This will only encourage more people to drive.
- The proposals should be scrapped and the money invested into projects to encourage car sharing, implementing more extensive public transport networks.
- The carbon impacts have not been adequately modelled. It has been known for decades that additional road capacity induces demand.
- Noise pollution is already a significant problem.

- The Council has declared a climate emergency as has central Government. What are the meaning of those declarations if we spend millions expanding massive roads.
- This scheme fails to promote anything tangible or positive towards becoming a greener city and making a contribution toward the fight against climate change.
- There are insufficient mitigations for local residents especially on things like worsened air quality.
- Dualling will increase traffic, noise vibration and light pollution.
- A huge green, tree and mixed vegetation space all around this would be needed to offset and manage its crippling pollution footprint.
- Once the majority of trees bordering the A1237 are removed noise will be intensified and carbon dioxide that is currently absorbed by those trees will be lost.

Ecology and Habitats

- Significant amounts of trees will be removed. The replacements will take years to grow into suitable and adequate replacements.
- Habitats are dynamic they cannot simply be replaced.
- Loosing so many mature trees from the existing embankments will be terrible. Replacement trees should be evergreen.
- Can more trees be planted on the enlarged roundabouts.

Impact upon existing business

- The required land take is significantly more than first suggested. This will be detrimental to our operations.
- We are concerned about the affect upon existing businesses particularly during the construction phase.
- The development would be inches away from a children's play area.
- Our existing animal areas will be lost.
- The application should recognise the need for accommodation works, necessary alterations to buildings, enclosed areas and other residential elements. These should have been included in the planning application.

General Comment

- I would like to see where the proposed sound barriers are to be located.
- There appears to have been no study with regard cost effectiveness of extinguishing existing businesses.
- The exit of the cycle/footway underpass at Huntington is on a bend and next to a drive entrance, is this safe.
- Existing levels of privacy and security will be adversely impacted.

- The notion that residents have been amply considered in these proposals is wholly unfounded.
- It is those who live closest to the proposals who will be most impacted.
- The submission contains deeply flawed assumptions regarding the impacts, benefits and mitigations.
- Not a single homeowner on Strensall Road knew about these plans.
- The development is not sustainable.
- The development is in designated Green Belt and should therefore not go ahead.
- The Environmental Impact Assessment is inadequate.
- If this application is passed it will jeopardise all future transport funding schemes in York because it fails to meet the required Department for Transport Design standards.
- Can the earth bund be higher than the existing embankment.
- Questions the rationale of the scheme.
- The use of public money, both local and national, is not justified by the current scheme which should be refused or withdrawn.
- The proposals would destroy the character and quality of outer York, to further industrialise and pollute it, to encourage even more traffic to use it as a rat run and deface yet another approach to what is meant to be an historic tourist attraction of global significance.
- The possible very minor improvements justify the cost both financially and environmentally, and in particular the area affecting Strensall roundabout.
- Building a high speed multi-carriage way road creates a barrier to active transport and is a significant deterrent to walking/cycling trips.

4.3. Summary of the representations received:

General Comment

- Until buses in the city are adequately sorted it will not matter what you do to reduce car travel.
- If approved, it provides an opportunity for York to join forward thinking cities and towns in imposing a 20mph speed limit on all roads within the Outer Ring Road.
- The proposed 40mph speed limit on the roundabouts is too high. The existing 30mph limit should be retained.
- There should also be a 40mph limit outside the fire station.
- The scheme has a lot of merits, but some corners have been cut.

4.4. Summary of the support comments received:

General Comment

- The proposals should include a more accessible pedestrian/cycling bridge across the River Ouse before the Shipton Road Roundabout.
- We are in favour of a cycle track which is much needed.
- Pleased to see plans to ease congestion on the ring road.
- Will a more accessible pedestrian/cycling bridge be provide across the River Ouse before the Shipton Road Roundabout.

4.5. In addition to the above representations and comments the following representations have been received from interested third parties including local action groups, interest groups/organisations and political parties:

4.6. **YORK GREEN PARTY:** The proposals should be rejected because:

- It is not sustainable either in terms of development or use.
- The development will lead to induced demand and more traffic in the city centre and no mitigations are provided.
- It is contrary to the climate emergency action plan which presumes a reduction of 25% in private motor vehicles.
- It will lead to an increase in traffic in the city centre as there are no mitigations in the current proposals to prevent that, whilst increasing the flow of cars.
- The development is designated as Green Belt land and should not therefore go ahead.
- The environment impact assessment while voluminous is totally inadequate.
- It is overdevelopment
- The provision for active transport users us totally inadequate.

4.7. **YORK ENVIRONMENT FORUM:** Opposes the proposals for the following reasons:

- Unnecessary: making changes to the Outer Ring Road are not necessary as there are alternative means of tackling the issues of road use which introduced would be as effective but with less harm to the environment.
- Alternative Approach: The rationale of the ORR changes is that a better road will reduce drivers' road use in other parts of York. The alternative proposition put forward by YEF is that congestion by road vehicles in York would be reduced by a range of measures undertaken by statutory agencies, companies and individual residents; including lower speed limits, more low traffic neighbourhoods, free bike hire, subsidise bus fares, increasing parking bans outside of schools, buses that carry bikes, bus priority measures. Responses to the 2021 Big Conversation show that York residents would like to use buses more and to make fewer and shorter car journeys.
- Long Term Impact: We do not know from the application what the impact will be on bus services, and behaviour of pedestrians and cyclists. We do know that where other roads have been upgraded the result is that traffic congestion

eventually returns to what it what, the CYC modelling shows that this will happen in 15 years time.

- Carbon Emissions: York's policy of net zero by 2030 and associated need for carbon emission reductions will be undermined. The work on the ORR will have a negative impact on carbon emissions and will therefore be contrary to council policy.
- Active Travel Facilities: The facilities and infrastructure suggested for pedestrians and cyclists are not suitable for their needs. The proposed cycling facilities across and parallel to the ring road are not compliant with Government guidance in LTN1/20.
- Green Environment Concerns: YEF is also concerned that removing hedgerows will disrupt green corridors and have a negative impact on wildlife and the measures proposed to avoid negative impact are not sufficient.

4.8. **YORK CYCLE CAMPAIGN:** YCC objects to this application and calls for it to be refused because the proposed scheme:

- Fails to meet the criteria for sustainable transport as laid out in the National Planning Policy Framework.
- Fails to provide infrastructure for cyclists that is safe and in line with Department for Transport design guidance.
- Fails to meet the schemes objectives including facilitating redistribution of through traffic from the city centre.
- May jeopardise future funding for transport schemes in York.

4.9. **GET CYCLING (CIC):** The ORR planning application fails on multiple points when measured using the assessment tools provided in sustainable development objectives as laid out in the National Planning Policy Framework. It will also call into question the accessibility of further funding from the Department of Transport.

4.10. **RAMBLERS ASSOCIATION YORK GROUP:** We object to the proposals. The original hope for this road was for a dual carriageway but finances did not allow and it remains to be seen whether finances are available for the present proposal. If the application is to be approved we would seek amendments for the benefit of non-motorised users:

- The path to the North side from Shipton Road be a shared use cycle route rather than just a footpath.
- There are several instances where the scheme appears to create difficulties for pedestrians with restricted movement.
- The shared use cycle route on the South side of Clifton Moor requires greater division from the carriageway, similar to the New Earswick section.
- The corral for the proposed toucan crossing to the east of Wigginton Road should be revised to make it more convenient for large pushchairs.

- We appreciate the shared use cycle route on the north side from Haxby Road to the River Foss.
- The shared use cycle route continuation to Strensall Road requires greater division from the carriageway for safety reasons.

4.11. **CYCLING UK – NORTH YORKSHIRE:** We object to the current proposals and support the objections by York Cycle Campaign. The original hope for this road was for a dual carriageway but finances did not allow and it remains to be seen whether finances are available for the present proposal. If the application is to be approved we would seek amendments for the benefit of non-motorised users:

- The path to the North side from Shipton Road be a shared use cycle route rather than just a footpath.
- There are several instances where the scheme appears to create difficulties for tandems and tricycles, as well as cyclists with restricted movement.
- The shared use cycle route on the South side of Clifton Moor requires greater division from the carriageway, similar to the New Earswick section.
- We appreciate the shared use cycle route on the north side from Haxby Road to the River Foss.
- The shared use cycle route continuation to Strensall Road requires greater division from the carriageway for safety reasons.

4.12. **YORK CIVIC TRUST:** General Comment; York Civic Trust supports the principle of dualling the Outer Ring Road, but only on the basis that it results in benefits for roads within the city by reducing traffic levels there, and that the substandard provision for busses and active travel is rectified. We set out our position in our response to the applicant's consultation on the scheme in November 2020. But in summary we would like to ensure that:

- The role of the scheme is fully assessed in terms of its contribution to York's proposed new Local Transport Plan.
- The benefits of increased capacity are locked in by a package of complementary measures, including ones which reduce road capacity and encourage alternatives to the car within the Outer Ring Road.
- There is a wide ranging consultation on such packages of measures, ideally before the planning application for the Outer Ring Road is submitted.
- It is a condition of any planning permission that a significant set of such measures is implemented within a year of the completion of the upgrade.
- This includes measures to avoid any increase in flows on radial roads, by enhancing the Park & Ride provision by providing priority for cycling and bus travel, by promoting new public transport services and by using traffic signals to control flows and speeds.
- Commitments are made to ensuring that priority is given to sustainable transport for all the planned new developments close to the Outer Ring Road.

- Priority is provided for radial bus services at the Haxby and Strensall roundabouts.
- A continuous pedestrian and cycle route is provided to the North of the Outer Ring Road between the Rawcliffe and Monks Cross roundabouts with any surface crossings designed in accordance with LTN1/20.
- A subway for pedestrians and cyclists is provided at the Wigginton Road roundabout.
- All five junctions are assessed using the new LTN1/20 junction assessment tool, to ensure that they are fully compliant with the new requirements.

4.13. **YORK & DISTRICT TRADES UNION COUNCIL:** Object, on the following grounds.

- Supports the principle of dualling the Outer Ring Road, but only on the basis that is results in benefits for the roads within the city centre by reducing traffic levels there, and that the substandard provision for buses and active travel is rectified.
- The proposals are not sustainable as required by the NPPF. It will increase traffic and carbon emissions over the do-nothing position and at a time when the Council's own net zero carbon strategy says we need to reduce transport emissions.
- The construction will involve a massive embodied carbon price too.
- Modelling shows it will lead to increased congestion on a number of the radials that feed into/cross it and will be over capacity in barely 15 years time.
- The traffic assessment is technically deficient, and in particular it fails to assess the implications for Saturday traffic at all, despite that having been historically the most seriously congested day of the week around Clifton Moor.
- The analysis of the implications for bus services, bus usage and active travel is totally inadequate.
- The upgrade proposals are not accompanied by the previously promised complimentary measures to reduce through city traffic to relieve the severe congestion and air pollution problems in and around the city centre, which should be a minimum requirement.
- The proposed cycling facilities across and parallel to the ring road are not compliant with Government guidance in LTN1/20. The plans fail to provide grade separated crossings at the Wigginton Road, Monks Cross and Hopgrove Roundabouts and the two Public Rights of Way that cross it between junctions.
- The proposals fail to comply with the Council's own transport hierarchy in the Local Transport plan and now in the emerging Local Plan which puts active travel, the disabled and public transport at the top.
- It is low value in conventional cost-benefit terms and the major sums of money involved in the full dualling would be better spent on active travel and public

transport measures in the city and its villages and at the junctions that provide good quality walking, cycling and public transport priorities.
- Positive action will be needed to divert traffic from inner York to the upgraded Outer Ring Road.
- Priority should be given to buses crossing the Outer Ring Road and in due course serving the new developments.

4.14. **TREEMENDOUS:** Raises extreme concern on the following grounds:
- The city's Climate Change Strategy and carbon reduction plan which aim to make us carbon Zero by 2023, will be extremely difficult if not impossible to implement.
- It will involve a colossal number of mature trees and hedgerows being felled on the North side of the highway, to add to the 1270 trees and 11,470 metres of hedgerow removed, with permission, in the last three years. It will take enormous expense, land and time to replace canopy removed. York already has one of the smallest percentages of canopy in the UK.
- Upgrades to relieve congestion often end up leading to extra traffic, which in time brings further demands for extra lanes, wider junctions and more roads. This congestion which already exists at the eastern end of the YORR is bound to increase.
- There is insufficient emphasis on the need to increase efficient and sustainable means of transport of transport – notably bus and bike for the able-bodied and disabled, within the city and surrounding villages.
- There is insufficient description of aftercare necessary to avoid losses similar to those of the 40 trees on the Wetherby Roundabout 3 years ago.

5.0 APPRAISAL

Key Issues

5.1. The key issues are as follows:

- Principle of Development
- Green Belt
- Highways, Access, and Road Safety
- Traffic and Congestion
- Active Travel
- Landscape Impact
- Ecology
- Impact upon Heritage Assets Archaeology
- Climate Change, Sustainable Design, Construction and Development
- Pollution Control
- Flood Risk and Drainage

- Land Assembly and impacts upon existing uses
- Other Matters
- The case for Very Special Circumstances (VSC)
- Planning Balance
- Public Sector Equalities Duty (PSED)

PRINCIPLE OF DEVELOPMENT

5.2. Policy T4 of the Draft Local Plan 2018 (DLP 2018) sets out a series of Strategic Highway Network Capacity Improvements that the DLP seeks to support the general delivery of which are both general and specific enhancements as set out in the Local Transport Plan 2011-2031 (LTP3). The strategic improvements outlined within Policy T4 are separated into short-, medium- and long-term timescales over the proposed plan period. Policy T4 has been subject to Main Modifications which have been subject to consultation. Given this status limited weight can be given to this policy.

5.3. Identified short term improvements include improvements to a series of junctions (including approaches) on the A1237. These include Haxby Road, Monks Cross (North Lane), B1363 Wigginton Road, Strensall Road and Clifton Moor all which would fall within the scope of the proposals within this application. The only identified long-term improvement identified within Policy T4 is upgrading the A1237 to dual carriageway standard.

5.4. The York Outer Ring Road comprises of the A1237 and part of the A64 in forming a ring around the city and links into the wider strategic road network. However, York as whole comprises of the main urban areas typically located within this ring and a series of outlying villages and towns which are located outside of this. As a result whilst the existing ring road provides an orbital route primarily for vehicular traffic there is still the need for a degree of permeability through the ring road and into the main urban area and city centre.

5.5. The Draft Local Plan and Local Transport Plan both identify that the existing high flows along the A1237 results in delays along the route but also results in the redistribution of journeys onto surrounding residential routes; creating cross city flows rather than orbital flows. Paragraph 14.37 of the DLP notes that in the longer term, as more developments come on-stream further enhancements to the A1237 will be necessary to provide additional link capacity to cater for the projected increases in traffic. This additional link capacity will improve traffic flow and journey time reliability along it such that it will draw more cross traffic away from the radial routes and inner urban routes. The LTP notes at Paragraph E4 that congestion on the Inner Ring Road and main radial routes deters cycling, creates a barrier for pedestrian movement and causes bus services to be unreliable. Pollution levels

from vehicle emissions on the Inner Ring Road has led to the designation of multiple Air Quality Management Areas along the route.

5.6. The proposals contained within this application will provide capacity enhancements to this section of the YORR. Enhanced capacity will, according to the supporting information submitted within the application, including the Transport Assessment, result in reduced journey times and more reliable journeys; reducing instances of stationary traffic which will also benefit emissions. Capacity enhancements will also assist with delivering the anticipated growth which comes forward as a result of the proposals, such as strategic housing sites, identified within the DLP 2018

5.7. Improvements and enhancements to the A1237 have been identified within both the Draft Local Plan and the Local Transport Plan. These are intended to provide the infrastructure that will support and compliment the wider growth and development aspirations set out within the Local Plan. In principle improvements and enhancements to the A1237 which draw more cross traffic away from existing inner radial and urban routes could also act as a facilitator for improvements and enhancements on these existing routes. As such the proposals are considered to be acceptable in principle subject to all other material considerations being acceptable. This is by virtue of the proposals seeking to address and deliver an identified strategic transport aspiration within Policy T4 of the Draft Local Plan which in turn could assist with delivering the overall growth and spatial vision within the Local Plan.

5.8. Policy H19 of the Huntington Neighbourhood Plan also states that the widening of the York Outer Ring Road will be strongly supported.

GREEN BELT

5.9. For the purposes of s.38(6) Planning and Compulsory Purchase Act, the proposals should be assessed against the RSS Green Belt policies and any adopted neighbourhood plans whose neighbourhood plan areas fall within the extent of the application site. Polices contained within the National Planning Policy Framework are also material considerations.

5.10. The majority of the application site would be regarded as being located within the general extent of the York Green Belt, the exception to this is being the southern side of the existing A1237 YORR between the A19 Shipton Road and Clifton Moor Roundabouts.

5.11. In line with the decision of the Court in Wedgewood v City of York Council [2020] EWHC 780 (Admin); and in advance of the adoption of a Local Plan, decisions on whether to treat land as falling within the Green Belt for development management purposes should take into account the RSS general extent of the Green Belt, the 2005 DCLP, the Draft Local Plan 2018 (insofar as can be considered against paragraph 48 of the NPPF) and site specific features

5.12. Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 153 goes on to state that; when considering any planning application local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

5.13. Paragraphs 154 of the NPPF sets out a series of exceptions where new buildings are not inappropriate in the Green Belt. The proposed development does not comprise of the erection of any new buildings and as such would not be exempt from being considered 'inappropriate development' in the context of Paragraph 154. Paragraph 155 goes on to state that certain other forms of development are also not inappropriate in the Green Belt provided that they preserve its openness and do not conflict with the purposes of including land within it. This includes at (Paragraph 155 c)) local transport infrastructure which can demonstrate a requirement for a Green Belt location.

5.14. Local transport infrastructure which can demonstrate a requirement for a Green Belt location and preserves the openness of the Green is therefore considered to be a form of development which is not inappropriate. In this particular case the proposals require a Green Belt location as it is an upgrade to the existing route that is located within the Green Belt; therefore, there is no realistic alternative outside of the Green Belt. The assessment therefore has to consider whether the proposals would preserve the openness of the Green Belt and would conflict with the purposes of including land within it.

5.15. Having regard to both the Huntington Neighbourhood Plan and Earswick Neighbourhood Plan. The policies contained within both of these plans relating to Green Belt broadly mirror the provisions of the NPPF in that inappropriate development within the Green Belt will not be supported except in very special circumstances.

IMPACT ON THE GREEN BELT PURPOSES

5.16. Paragraph 143 of the NPPF sets out the five purposes of the Green Belt. These are:

a) To check the unrestricted sprawl of large built up areas;
b) To prevent neighbouring towns merging into one another;
c) To assist in safeguarding the countryside from encroachment;
d) To preserve the setting and special character of historic towns; and
e) To assist in urban regeneration, by encouraging the recycling of derelict land and other urban land.

5.17. The primary purpose of the York Green Belt is to safeguard the special character and setting of the historic city as referred to in Policy YH9C of the RSS and Policy SS2 of the 2018 DLP, although moderate weight can only be attached to the latter.

5.18. The extent of the Green Belt around York can be characterised by an outer ring that in broad terms, generally, can be regarded as being in close proximity to and beyond (moving away from the city) the existing A1237 YORR around the northern side of the city and A64 trunk road to the southern/north eastern side of the city. This ring acts as a buffer between the outlying settlements and the main urban areas and historic core located within the YORR. At various points around the city green wedges then cut into urban area; such as Clifton Ings, the Knavesmire and the various strays which provide the open approaches to the city bringing the Green Belt toward the city centre.

5.19. Considering the five purposes of the Green Belt in the context of this development. The proposals are for additional highway and associated infrastructure and planting so would constitute sprawl. The Green Belt land surrounding the development would still retain its strategic importance as an integral part of the Green Belt.

5.20. Considering purpose b) of preventing neighbouring towns from merging into one another; the proposals would not lead to the merging of any towns into one another. Generally, the proposals would be set within Green Belt land with sufficient breaks either side between the development and the outlying settlements. However, it should be noted that there is one area of the development where there could be a perception of coalescence occurring and that is between Huntington and Earswick. The Green Belt at this location between the two settlements is approximately 100-120m wide North to South creating a pinch point between the two settlements. The proposals would pass through this section East to West. Undeveloped land will be retained at either side to act as buffer and mitigate this risk however there will be an increase in built infrastructure at this narrowing section of Green Belt.

5.21. Considering purpose c) the proposals will lead to a degree of encroachment into the countryside as a result of the proposed scheme. However, this encroachment is minimised by widening an existing highway rather than creating a new route and means areas used are those adjacent to the existing highway. The encroachment would be limited and necessary due to the location of the existing infrastructure.

5.22. Considering purpose d) the proposals are not considered to impact upon the setting and special character of York. In the context of the development proposals no scheduled monuments would be directly or indirectly affected by the proposals. Nor would any Listed Buildings or Conservation Areas. The proposals consist of the expansion of an existing orbital route which already creates a corridor of traffic around the northern section of the city. One of the key characteristics and purposes of the York Green Belt are the open approaches the Green Belt provides to the main urban area and historic core of the city. This existing situation would be maintained as a result of the proposed development albeit with a degree of intensification.

5.23. Having regard to the fifth purpose of the Green Belt to assist in urban regeneration by encouraging the recycling of derelict and other urban land.. Given the nature of the YORR it cannot be developed in an urban area. Therefore, locating it in the Green Belt will not conflict with this purpose.

5.24. It is therefore considered that the proposals would not conflict with purposes), d) and e) of paragraph 143 and the conflicts with purposes a) b) and c) would be minor.

IMPACT UPON THE OPENNESS OF THE GREEN BELT

5.25. As set out in paragraph 142 of the NPPF, the essential characteristics of Green Belts are their openness and their permanence. There is no definition of ‘openness’ in the NPPF. However, it is commonly taken to mean a state of being free from development. Openness has both a spatial and visual aspect and intrusion on either can, individually or collectively, impact the openness of the Green Belt.

5.26. Policy GB1 of the 2018 Draft Local Plan (DLP, as modified 2023) states that, within the Green Belt, inappropriate development will not be approved except in very special circumstances. GB1 goes on to state that the construction of new buildings in appropriate development; before stating a series of exceptions. The exceptions stated within Policy GB1 mirror those set out within Paragraphs 154 and 155 of the NPPF.

5.27. There are unresolved objections the Policy GB1 within the Draft Local Plan. Policy GB1 has been subject to main modifications and these have been subject consultation; at the time of writing the Council is awaiting a response from the appointed Inspectors responsible for the examination of the Draft Local Plan. Whilst the modified version of Policy GB1 now reflects the provisions of National Planning Policy Framework it is the case that the policy can only be afforded limited weight within the decision making process, for the purposes of this application.

5.28. Having regard to the impact the proposals may have upon the openness of the Green Belt. The development itself in terms of constructed elements will be predominantly low lying and would not necessarily have a built volumetric mass. Exceptions to this would be elements such as the new bridges – particularly when viewed from land surrounding those elements that the bridges cross such as the River Foss and York-Scarborough rail line which both sit lower than the road. Other elements such as street lighting will also have a degree of impact upon the overall openness. The expansion of the highway and the corresponding increase in traffic along the route means that the proposals would not fully preserve the overall openness of the Green Belt. The proposals would introduce traffic into areas that are currently undeveloped and this would have a degree of harm upon the overall openness of the Green Belt.

5.29. It should also be acknowledged that the proposals would lead to a short to medium term impact upon the overall openness of the Green Belt during the construction phase as a result of features such as site workings, work compounds and materials storage. Additionally, there will likely be an openness impact by virtue of the tree and landscape removal and landscape remodelling required to accommodate the development. However, such impacts could be quantified as being medium term temporary impacts and would be expected to diminish as the construction phase concludes and then in time the landscaping works assimilate themselves into the wider landscape to a similar extent as is seen on site now from when the A1237 was originally constructed.

5.30. Overall, it is therefore considered that whilst the proposals would constitute local transport infrastructure which by virtue of the existing YORR would demonstrate a requirement for a Green Belt location (NPPF Paragraph 155 (c)); any such proposals would be required to preserve the openness of the Green Belt and not conflict with the purposes of including land within the Green Belt. The proposals in this case would lead to a degree of harm being caused to the overall openness of the Green Belt. As such the proposals would be regarded as inappropriate development within the Green Belt. Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not

be approved except in very special circumstances. Whether very special circumstances exist is assessed later in this report.

HIGHWAYS, ACCESS AND ROAD SAFETY

5.31. Paragraph 114 of the NPPF requires, when assessing sites for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users,
c) The design of streets, parking areas, other transport elements and the content of the associated standards reflects current national guidance, including the national design guide and national model design code and;
d) Any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree.

5.32. Paragraph 115 of the NPPF is clear that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.33. As part of the Environmental Statement a Transport Assessment has been prepared in support of the application. The existing YORR was originally built to reduce the number of vehicle trips through the centre of York and enable the development of residential, retail and employment areas north of the City Centre, this now, according to the supporting information submitted by the applicant, experiences significant congestion and has become a constraint to economic development within the area.

5.34. At present on the existing single carriageway YORR stretches between junctions that operate to a national speed limit (60mph). Whilst at junction's speed limits of 30mph and 40mph are imposed. The proposals would not see this existing situation significantly altered. In the event of the proposed development being delivered it is proposed that sections of dual carriageway would be subject to 60mph speed limit and not the national speed limit for a dual carriageway (70mph). It is understood that this is necessary due to the design constraints of the site and the layout of the development. However, the setting of speed limits within the highway is a matter that the Local Highway Authority would have overall responsibility for as part of operating the highway.

TRAFFIC AND CONGESTON

5.35. The proposed development will by virtue of its design introduce additional capacity into this section of the YORR. The proposals themselves are not anticipated to generate significant levels of new traffic on the highway network; this is due to the level of new capacity that would be provided by the proposals and the nature of the trips on the YORR (paragraph 7.4.8 of appendix 17.2 Transport Assessment). One of the key drivers of the proposals is to remove traffic the City's historic centre and reassign it to the YORR. The number of vehicles using the A1237 YORR has increased substantially over the last 10 years. This results lengthy and unreliable journey times with traditional 'peak' periods now extending throughout most of the day. As a result, many drivers chose to divert through the city centre and outlying villages.

5.36. As part of devising the proposed development significant traffic modelling has been undertaken. In this modelling two scenarios are utilised. The first is 'Do Minimum' (DM). This scenario makes no junction improvements or dualling on A1237 YORR between Clifton Moor and Monks Cross. The second scenario is 'Do Something' (DS). This scenario assumes the A1237 is dual carriageway and the A1237 junctions have been upgraded between Clifton Moor and Monks Cross.

5.37. The modelling works to a principle of a Ratio to Flow Capacity (RFC) of 0.85 would indicate that junction is close to operating at its theoretical capacity. The junctions between Clifton Moor and Monks Cross have been modelled, utilising the 'Do Something' scenario. The results of which show:

- The Clifton Moor Roundabout can accommodate 40% more traffic and remain within capacity by 2036.
- The Wigginton Road junction can accommodate 60% more traffic and remain within capacity.
- Haxby Road Roundabout: In the 'Do Minimum' scenario the roundabout operates at theoretical capacity by 2025 and is shown as being beyond capacity by 2025 and is shown as being beyond capacity by 2036. The do something scenario shows an improvement in performance. In 2036 the roundabout operates up to its theoretical capacity with a 40% increase in traffic.
- Strensall: would be expected to operate beyond its theoretical capacity under the 2036 do minimum scenario during AM peak with A1237 West arm experiencing RFC of 1.28 (0.85 is regarded as capacity) and significant queuing. Roundabout would also be expected to operate over capacity in the Do something 2036 AM scenario but shows an improvement in operation when compared to the do minimum in both the AM and PM peaks.
- Monks Cross Roundabout – will operate within capacity in the weekday AM and PM peaks.

5.38. Overall, in the ‘Do Something’ scenario modelling demonstrates that the proposals will deliver additional capacity at the modelled junctions allowing them to show improvements by 2036 and other junctions remaining within their modelled capacity.

5.39. The City side SATURN model was used to test the impacts of the scheme, in a similar manner to the testing carried out to appraise the junction improvement scheme. The SATURN model is a highway based assignment model that models the entire extents of the city and allows the impact of flows to be considered if the scheme is put in place. For example, if the YORR Is dualled, capacity is increased, traffic flows smoother and existing congestion that occurs is reduced; other trips around the network reassign to the YORR because it is quicker and more attractive. The model therefore all ‘reassignment’ to be properly assessed. In the case of the YORR, traffic that is moving though the city and particular the city centre and not using the orbital route is attracted back to the YORR as it is a more attractive option.

5.40. The SATURN model and the approach the Department for Transport require to appraise economic benefits of highways schemes requires promoters to also assess future years and consider background traffic growth and Local Plan development. To that end the model includes the flows forecast from an uncertainty log, which lists the trips generated by every Local Plan site that is forecast to come forward within the assessment period. This includes Local Plan sites remotes from the proposed scheme, as well as those alongside and nearby. Thus forecasts of future development are comprehensive.

5.41. The analysis shows that that the proposed scheme results in an increase in traffic volumes on the YORR where the junction improvements are provided and where the intermediate links are dualled. There is no significant change in traffic flows on the rest of the YORR. In terms of arterial links, Monks Cross and to a lesser extent the B1336 Wigginton Road see significant flow increases. Within the YORR Strensall Road/Huntington Road arterial sees a reduction in traffic flows especially during the PM peak period.

5.42. The proposals attract greater traffic flows to the YORR thus drawing traffic away from the rest of the local highway network resulting in slight reductions in flows on the Inner Ring Road and some reductions in the north and north eastern sectors of the urban areas within the YORR. Reductions in the traffic demand on main arterial routes into the City Centre such as Haxby Road and Strensall Road are realised as a result of the proposed scheme in both the AM and PM peak hours.

5.43. A sperate analysis of the Strategic Road Network (A64) has been carried out on behalf of National Highways utilising the National Highways Linsig model. This modelling model indicates that the Hopgrove junction will operate in excess of capacity on the A1237 approach to the main Hopgrove junction in the morning peak; a deterioration in residual capacity is also observed on the upstream approach, from the A1237, at Little Hopegrove. In the evening peak, the A64 southbound circulatory (the conflict point with the A64 southbound) is forecast to operate in excess of capacity in both scenarios, with the operation deteriorating further with the inclusion of the YORR.

5.44. However, should excessive queues on the A1237 from as a result of the implementation of the YORR, the modelling presented as part of National Highways review illustrates that there is an opportunity to adjust the set up of the adaptive signal control at the junction to achieve better overall performance of the junction without significant impacts on the A64. This has allowed National Highways to offer a ’No Objection’ comment to the proposals with confidence that future adjustments can be implemented.

5.45. Whilst the proposals will result in an element of induced demand much of this is envisaged as being re-assignment from elsewhere within the network. There will also be growth as a result of things such as population and employment growth. This has the potential to create opportunities elsewhere such as within neighbourhoods within the city centre and within the vicinity of the YORR for other traffic/demand management measures to be considered or implemented. However, the scope, detail and nature of any such measures are not matters which can be controlled, assessed or delivered specifically by virtue of the determination of this planning application or via planning conditions or planning obligations attached to the granting of this planning permission. Instead, it could be the case that the determination of these proposals and subsequent delivery of these proposals could act as a catalyst for other measures elsewhere within the city. However, any such decisions and the timing of when such schemes come forward would be a matter for other decision-making bodies within the Council, save for instances where such proposals would require the benefit of formal planning permission.

5.46. Given the proximity of the existing carriageway to the proposed new carriageway there will likely be instances during the construction phase of the project where a degree of disruption may occur to the flow and operation of the existing highway. However, at this stage it is anticipated that much of the construction will be able to take place ‘off line’ being constructed alongside the existing route with any disruption being at points where the new road is connected into the existing route. Notwithstanding this it would be appropriate, in the event of

grating planning permission, to secure via condition matters such as Construction Environmental Management Plans and Phasing Plans so as to ensure, as far as possible, the construction phase is appropriately managed whilst striking balance with allowing the development to be implemented and delivered in a timely manner.

5.47. Objections have also been received in respect of the potential impacts through the loss of parking on Strensall Road, in Earswick. Specifically, this relates to the on layby that is located to the front of the properties at No.125-137 and the implications the proposed pedestrian crossing will have upon the availability of parking within this layby. All the properties fronting the layby benefit from off street parking typically provided via driveways. The layby forms part of the adopted highway. Whilst there are inevitably occasions where vehicles are parked within the layby the purpose of the layby is to allow vehicles to pull of the live carriageway and then manoeuvre on the properties; this provision would be broadly retained under the proposals. Only a small section would be lost to facilitate provision of the new crossing. The purpose of the layby is not to provide off street parking for the properties along the Western side of Strensall Road. The proposed crossing would allow pedestrians and cyclists to safely cross the road and provide an important link to the western side of Strensall Road and connectivity to the proposed underpass at the A1237. This link is important because the majority of the foot/cycleway between Earswick and Strensall is situated to the Eastern side of Strensall Road, the opposite side of the road from the proposed underpass.

ACTIVE TRAVEL

5.48. One of the existing characteristics of this northern section of the YORR is that by virtue of its East to West routing there are some areas where North to South permeability is challenging. Within the application site only the A19 and Haxby Road junctions benefit from underpasses which allow pedestrians and cyclists to safely cross the YORR North to South. At other junctions such as Wigginton Road and Strensall Road there is the ability for pedestrians and cyclists to travel North- South via surface level crossings with central refuge islands. The only East-West route is currently the Haxby Road – Wigginton Road section which benefits from a combined Cycle and Footway on the southern side of the existing carriageway.

5.49. The proposed development will see a series of active travel enhancements come forward. These include the provision of an orbital East-West off road cycle and footway between the A19 junction and Clifton Moor to the North side of the YORR. This will connect into an underpass to the East of the Clifton Moor roundabout. From here existing routes through and round the existing retail park will provide pedestrian and cycle connectivity to the existing off road pedestrian and cycle way which runs to the south of the YORR between Wigginton Road and Haxby Road. Existing connections into the Haxby Road underpass tunnels between New Earswick and

Haxby are retained; at this point a new East-West orbital route will be provided to the North side of the YORR providing connectivity to the Strensall Road junction. At the Strensall Road junction a new underpass on the Western side of the roundabout is to be provided. This provides pedestrian and cycle connectivity North to South between Earswick and Huntington.

5.50. The proposals do not include provision of an underpass at the Wigginton Road roundabout. At this junction active travel improvements include the provision of a Zebra crossing on Stirling Road which will link the existing facilities provided in and around Clifton Moor into the existing facilities on the southern side of the YORR. Other measures include a signalised Toucan Crossing on the southern Wigginton Road approach. A second Toucan Crossing is proposed on the Eastern arm of the roundabout. The existing uncontrolled crossing point on the Western approach will also be retained. A new signal controlled crossing will also be provided on the Northern approach of Wigginton Road. Whilst the exact operational details of the Toucan Crossing (and all other signalised crossings proposed within the scheme) such as crossing timings are not known at this stage, and would not be a matter for the Local Planning Authority; such matters would fall to the Local Highway Authority as part of the operation of the public highway, the provision of controlled crossing points will be an enhancement for active travel users.

5.51. There are no proposals for active travel measures within the section between Strensall Road and the Monks Cross Roundabout. At the Monks Cross Roundabout uncontrolled crossings will be provided the southern approaches (Monks Cross Link and North Lane), western approach and to the Northern approach of North Lane these will be linked via combined cycle and footways. On the Eastern approach a combined Pegasus (signalised pedestrian crossing which provides facilities and/or consideration for horse riders) and Toucan Crossing (signalised pedestrian crossing where pedestrians and cyclists can cross together) is proposed this is to provide connectivity with the diverted Huntington Bridleway 4 which currently crosses the A1237 approximately 900m east of the Monks Cross roundabout. At the Little Hopegrove Roundabout the existing uncontrolled crossing on the western approach will be maintained.

5.52. In addition to the alterations of Huntington Bridleway 4 it also proposed to make changes to other existing rights of way within and in proximity to the application site. Another existing Public Right of Way which will be affected by the proposals will be PROW 29/11/10 and 29/11/20 which are bisected by the A1237 on its stretch between the Haxby Road and Strensall Road Roundabouts. Currently access between these two points requires users to cross the live carriageway. The stopping up and diversion of the existing Bridleways and PROWs will be subject to a statutory diversion order process. The PROW team have been consulted on the

proposals and have raised no objections to the proposals, stating that they are supportive of the proposals. The dualling of the road and provision of the vehicle restraint barrier in the central reservation will prevent pedestrians from crossing at this location. Instead, PROW users will be encouraged to utilised Bridleway 26/6/40 which departs the route of PROW 29/11/10 approximately 320m south of the A1237 and travels West emerging on Haxby Road approximately 170m to the south of the existing Haxby Road Roundabout. This will allow PROW users to utilise the existing underpasses to join the new orbital combine cycle and footway on the northern side of the YORR where they can then again pick up PROW 29/11/20.

5.53. Amongst the representations received to the application there have been a number which focus on the provision of active travel measures within the scheme with commentors requiring more active travel measures are provided across the full extent of the application site. Concerns have also been raised specifically around the lack of an underpass at Wigginton Road.

5.54. Whilst it is acknowledged there is no provision of an underpass at the Wigginton Road junction the junction is provided with a series of measures which will still assist with enhancing active travel connectivity. A number of the changes now proposed at Wigginton Road are as a result of the feedback from public engagement sessions which took place prior to the planning application being submitted. The changes that are now part of the scheme include the realignment of the cycleway/footway to the southern side of A1237 between the Clifton Moor roundabout and Stirling Road with new at grade controlled/shared crossing proposed at Stirling Road and Wigginton Road South. Provision of an at grade Toucan crossing to facilitate north-south/south to north movement through Wigginton Road Roundabout (to the east) and new shared cycleway/footway from A1237 to the entrance of Clifton Gate Business Park. Provision of a Toucan Crossing on Wigginton Road north and bus stop link.

5.55. The provision of the underpasses at the Strensall Road and Clifton Moor junctions will significantly enhance cycle and pedestrian access and connectivity across these junctions. They will serve existing areas of population with the Strensall Road junction enhancing connectivity between Huntington, Earswick and ultimately Strensall; the provision of the underpass will also provide a dedicated cycle route to Huntington. A feature that would be consistent with the objectives of Policy ENP11 of the Earswick Neighbourhood Plan; more generally it would also enhance network connectivity in accordance with Policy H21 of the adopted Huntington Neighbourhood Plan. The underpass at Clifton Moor will provide connectivity into significant areas of employment and housing at Clifton Moor. It would also be well positioned to provide connectivity across the YORR from the

draft strategic site allocation ST14 which under the DLP 2018 is envisaged to deliver approximately 1,348 dwellings in a sustainable garden village.

5.56. The proposals also detail amendments to the bridleway on the stretch between Monks Cross and Little Hopgrove Roundabout. At present the existing bridleway crosses the A1237 approximately 500m to the West of the Little Hopgrove Roundabout. The proposals would see the existing crossing closed, the southern section re-routed to run parallel to the A1237 westwards back toward the Monks Cross Roundabout. Here it will connect into a signalised equestrian crossing allowing users to cross the A1237. The bridleway will then run East along the northern side of the A1237 before rejoining the existing bridleway on the North side of the A1237 at a location approximately 300m west of the Monks Cross Roundabout. The route then continues North to its exit onto North near Galtres Farm.

5.57. Public Rights of Way may be diverted by order of a Council (acting in its capacity as highway authority) under a separate administrative process. Decisions by the Secretary of State on the confirmation of opposed orders are usually taken by an Inspector appointed by the Secretary of State for the purpose. The rationale of the indicative diversions is clearly appreciable in that, in highway safety terms, it would be highly undesirable for any users to have to try cross 4 lanes of live carriageway. The proposed diversions would allow for users to be directed toward safe means of crossing before being directed toward their original route.

5.58. Due to the overall scale of the development it has been necessary to consult Active Travel England on the proposals who are the Government agency responsible for promoting active travel. Active Travel England have confirmed that they do not have any objections to the proposals. They have however requested that in the event of planning permission being granted that provision is made to secure low level bollard type lighting around the full extent of the orbital cycle/footway.

5.59. Having considered this request it is not considered on balance that such measures should be secured via condition. The general lighting strategy for the YORR at present is that stretches between junctions are unlit and that lighting is only provided at the main junctions and conflict points. This approach would be replicated within the proposals within this application. Significantly increasing the level of lighting across the scheme will have greater ecological implications. The provision of additional lighting could potentially enhance the attractiveness of the proposals to active travel users however it is considered that in this instance this would be an ideal rather than an absolute necessity. It should also be noted that from a design and security perspective North Yorkshire Police have, within their

comments, not sought to recommend or secure scheme wide external lighting. Whilst the orbital route will be of benefit the expectation would be that the bulk of active travel users would be travelling North to South and vice versa, in effect crossing the YORR rather than orbiting it. Therefore, it is considered that a greater focus on North-South access and active travel measures is justified.

5.60. Overall, in respect of active travel measures that are incorporated into the proposals. It is considered that the proposals within this application will be a significant enhancement to the existing situation across the site. The proposals will enhance active travel provision within the application site and greatly improve the permeability of the YORR and reduce instances of severance.. In this instance it is considered that a suitable balance is proposed between the provision of active travel enhancements whilst having to operate within a set of constraints or limitations across the project as a whole. In the event of planning permission for these proposals being granted the Local Highway Authority would not be precluded from making further enhancements in regard to Active Travel at a later date should they consider further enhancements to exist and be deliverable; as funding becomes available or measures can be secured via contributions or obligations secured from other developments within the vicinity. Such works could likely be undertaken by the Local Highway Authority without requiring the benefit of planning permission; as the Local Highway Authority benefits from certain Permitted Development Rights; allowing them to undertake certain forms of development without requiring the benefit of planning permission.

5.61. Within the comments and representations that have been received objections have been presented on the basis that the scheme is not compliant with LTN1/20 (Cycle Infrastructure Design) and this in turn could jeopardise future funding decisions from the Department of Transport. LTN1/20 is a guidance note to local authorities on informing the setting of design standards on their roads, providing a recommended basis for those standards. Paragraph 1.1.1 of LTN1/20 states ‘there will be an expectation that local authorities will demonstrate that they have given due consideration to this guidance and, in particular, when applying the Government funding that includes cycle infrastructure.

5.62. LTN1/20 is one part of the suite of national guidance and design standards that it is expected local authorities work to when devising road schemes. Another key document here is the Design Manual for Roads and Bridges (DMRB) which has been used to inform the specification of the proposed scheme. Junctions have been designed to conform with the DMRB where possible with particular attention paid to forward visibility sight lines on approach to junctions.

5.63. As part of the submission the applicant has undertaken an LTN1/20 assessment. This includes a Cycling Level of Service (CLoS) audit. A CLoS audit is a score out of 100 and is designed to assess the quality of cycling provision in existing and proposed schemes. A scheme scoring between 70% and 80% would be regarded as good. In the case of the proposals within this application the existing provision is scored at 48% the proposed provision is scored at 82%.

5.64. Funding for the scheme is to be provided from a combination of sources including West Yorkshire Combined Authority (WYCA), The Department for Transport (DfT) and the Council itself. As with most bodies or Government agencies there can be numerous streams of funding available for a wide range of different projects and at times these funding streams may be intended to achieve contrasting objectives or goals. The applicant has indicated that the proposals within this application would not jeopardise their ability to pursue and secure other funding for other projects as they become known.

5.65. The Councils Highway Development Control Team have reviewed the proposals. They have not raised any objections to the proposals however they have recommended that, in the event of granting planning permission, a series of conditions should be attached to the grant of planning permission.

5.66. A condition securing a 4-stage road safety audit has been recommended. The safety audit process is an incremental process which occurs over the various design and implementation stages of a road building project. A stage 1 audit has been submitted as part of this application. However it considered appropriate to include a condition to secure the 4-stage safety audit.

5.67. A phasing condition has also been recommended. Given the scale of the project a phasing condition would facilitate the development being undertaken in phases and provide the applicant with a degree of flexibility. Similarly, a condition linked to the phasing plan which prevents the section of highway being opened until the works have been completed either in whole or an agreed phase.

5.68. A condition requesting details of the finishes and textures to be used in the construction of the various civils elements of the project, underpasses and bridges. The reason for the condition has been given as being in the interests of public safety and to ensure a satisfactory external appearance. In this instance it is not considered necessary to impose this condition. In terms of design and appearance these elements are to be of functional and utilitarian design and appearance. Such designs would not be out of keeping within the environment of a live highway.

5.69. Conditions requiring the highway and the associated cycle/footway to be constructed to an agreed standard has been recommended. Such a condition would be regarded as being necessary in a scenario whereby a private developer or landowner is developing a scheme whereby the highways infrastructure would be given over for adoption by the Local Highway Authority to then be maintained at public expense.. In this particular instance the scenario is somewhat different insofar as it is the Local Highway, or their appointed contractors that would construct the road. It is therefore by default going to be maintainable at the public expense within the context of the Highways Act 1980. It is not considered necessary for the Local Planning Authority to review this element.

5.70. Conditions requiring details of the existing highways and environmental features to be removed and reinstated has been requested. As discussed elsewhere in this report the proposals included an extensive landscaping proposal. It is considered that conditions associated to securing the proposed scheme of landscaping is more appropriate for inclusion in the granting of any planning permission. Conditions have also been recommended to secure a Construction Environmental Management Plan and an hour of working condition. Similar conditions have been recommended by other technical consultees, namely Ecology and Public Protection. Therefore, the overall aims of these conditions will ultimately be secured by other means.

5.71. Similarly, conditions requiring the submission of details of noise bunds on the grounds of residential and visual amenity have been recommended. A condition requiring a lighting strategy has also been requested. These are not considered to be highways specific or relevant conditions. Notwithstanding these similar conditions are ultimately secured by virtue of the recommendations of other relevant technical consultees.

5.72. Finally, a condition requiring a signage strategy for both the local and strategic highway network has been requested. The overall signage strategy for the local highway network is responsibility of the Local Highway Authority and such works do not require the benefit of planning permission. Signage of the Strategic Highway Network is the responsibility of National Highways; no request for such information has been received from National Highways. It is therefore considered that the recommended condition is not necessary.

5.73. The requested conditions that are omitted from the recommendation in this report are omitted on the basis that they are not considered to be necessary or relevant in order to make the proposals acceptable in planning terms. As such they would fail the meet the legal tests for planning conditions. As can often be the case

with proposals of this scale and nature there are overlaps in terms of the ‘asks’ from technical consultees, where this does occur conditions can be amalgamated.

5.74. Overall, it is considered that the proposals would provide an enhancement to the existing capacity of this section of the YORR. Additionally, the proposals will also allow for a notable enhancement in Active Travel measures as a result of the securing of the orbital cycle/footway route and the new underpasses at the Clifton Moor and Strensall Road junctions. Signalised crossing points will also assist with enhancing the permeability of the YORR for non-motorised vehicle users. Additionally, and significantly, it is considered that the proposals would not give rise to significant highway safety issues.

LANDSCAPE IMPACT

5.75. The existing York Outer Ring Road that forms the extent of this planning application is characterised by its linear nature within the landscape. This is then punctuated at each of the existing junctions where the YORR intersects with routes leaving the city centre. The route is mostly flat and well screened from wider views by the well-established landscaping that has developed over the lifetime of the existing route. Other features such as the bridges have a slightly greater visual impact by virtue them typically being present at points where varying land levels are traversed. Where there are changes in land levels views of these features can be slightly more prominent. Notable such structures include the bridge over the River Foss and the bridge which crosses the York-Scarbrough Rail line.

5.76. At present the existing route is generally well screened, particularly around sections which pass closest to residential properties. As detailed earlier in this report the application site is regarded as being within the general extent of the York Green Belt. The application site does not include any land which benefits from any statutory protection on the basis of its landscape value or quality such as National Park and Area of Outstanding Natural Beauty.

5.77. Policy D2 of the DLP 2018 requires the development to conserve and enhance landscape quality and character. Paragraph 135 c) of the NPPF requires that planning policies and decisions are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. Paragraph 136 of the NPPF highlights the important role trees can play within development and that opportunities to incorporate trees elsewhere within developments should be pursued.

5.78. In order to facilitate the proposed development substantial lengths of hedges and quantities of trees will need to be removed (Approximately 176 trees, 170 tree groups and 93 hedgerows). Of the trees to be removed there is 1.no Category A Tree, 2.no Category A/B trees and 3.no B/A Trees. The Category A and the three Category B/A trees are located within the Monks Cross – Strensall section. While the Category A/B trees are located at Clifton Moor and Haxby junctions. None of the trees that have been identified for removal are subject to statutory protection by virtue of being protected by a Tree Preservation Order.

5.79. The primary areas to be subject to tree removal are situated along the northern side of the existing road and at the Clifton Moor junction, the approaches to the Haxby junction and the east/west approaches to the Strensall junction. The majority of the existing landscaping is sizable and dense vegetation which has been allowed to develop over the lifetime of the existing YORR. It makes a valuable contribution to the greenery and amenity of this highway corridor, as well as providing visual buffering of the A1237 from adjacent settlements. As a result of this the initial loss and removal of these features will be very pronounced and notable.

5.80. The submitted Landscape Visual Impact Assessment (LVIA) makes a fair and reasonable judgement of the proposed development based on the information contained within the Arboricultural Impact Assessment and the Landscape Master Plans. The landscape proposals are considered to be appropriate.

5.81. As part of the proposals a set of comprehensive landscaping plans are proposed. The Landscape Strategy presents a suitable approach to landscape design and landscape related matters. The landscape proposals are considered to provide suitable mitigation both for the landscape resource and visual mitigation, all of which would be in keeping with the local landscape character. The proposed landscaping scheme would incorporate elements of native hedgerows and hedgerow trees, areas of species rich grassland and swales, groups of trees and small woodland/copses and individual planting for each roundabout.

5.82. The proposals would see a much greater use of acoustic fencing along the route. As is discussed elsewhere within this report, the acoustic fencing is considered necessary in the interests of safeguarding the residential amenity of properties in close proximity to the route. Installations of this nature will have their own visual impact. The longest stretch is to be installed along the southern side of the road between the A19 and Clifton Moor junctions. Initially the visual impact of the acoustic screening would be quite noticeable. However as the replacement landscaping is implemented and subject to ongoing management and maintenance this visual impact would be expected to decrease over time.

5.83. The existing route also benefits from existing street lighting at various locations. Generally existing lighting is focused upon the junctions and section of the more recently implemented orbital cycle route between Haxby and Wigginton Road junctions. Street lighting has a degree of landscape impact by virtue of things such as lighting columns and light spill. The proposals in respect of lighting replicate much of the existing situation in that it is focused upon the key junctions and interchanges, rather than the full extent of the route being fully lit. The proposals will see a modest increase the overall extent of lighting. Much of this will be directional LED lighting meaning that light spill should be focused within development. Upward light spill and glow, such as that which typically occurs within the sodium based highway lighting, would not occur. Thus mitigating, to a degree, the visual impact that may arise from external lighting.

5.84. Within their comments the Councils Landscape Architect has raised concerns with regard to the need to stop up the New Earswick footpath (29/11/10) between New Earswick and Haxby. Their concerns specifically relate to the fact that the existing route runs within an important existing Green Infrastructure Corridor; and the potential impact the proposals would have upon further severing this element of Green Infrastructure. This existing PROW crossing between Haxby and Strensall Road junctions is already subject to some degree of barriers to use by virtue of the existing live carriageway; which can make the route extremely tricky to navigate for pedestrians. As is discussed elsewhere within this report alternative, safer routes, are to be provided via proposed diversions.

5.85. The removal of the existing landscape features and well established planting will be one of the most notable and immediate changes to the surroundings of the application site. However, it is considered that the proposed landscaping scheme would, provide a suitable landscaping solution to mitigate the visual impacts of the proposals and assimilate the proposals into the landscape.

5.86. Within their consultation comments the landscape architect has recommended a series of conditions to be attached to the granting of any planning permission. A number of these have a degree of overlap with the requests of other technical consultees such as conditions securing a Construction Environmental Management Plan (CEMP) and Landscape Environmental Management Plan (LEMP). Other landscape specific conditions include the provision of a Arboricultural Method Statement relating to the trees which will be retained within the vicinity of the site. A landscaping condition, securing the proposed landscaping, including the agreement of the final details of such a scheme are considered necessary. The same condition would also secure the on-going maintenance and management of the landscaping post completion of the development. Given the time it will take for the proposed landscaping to properly establish itself it is considered appropriate to condition that

landscaping is managed and where required replaced for the lifetime of the development.

5.87. In the short to medium term and during the construction phase of the development the proposals will have a generally adverse impact upon the landscape. This will be due to the loss of existing landscaping features and the need to create construction compounds along the route. The construction compounds will result in concentrations of equipment, earthworks, and other features such as temporary buildings being located in areas where there is presently limited to no form of development. However, such features are a necessity of facilitating the development. Furthermore within the context of the whole life of the development such features would only be temporary.

5.88. It must be acknowledged that to accommodate the proposed development it is necessary for a significant number of existing trees, hedgerows and vegetation must be removed. In part this is because of how the landscaping has formed around the existing YORR, typically quite tight up to the back edge of the highway verge. To accommodate the additional carriageway in close proximity to the existing route these existing landscaping features must be removed. The alternative would potentially be an additional carriageway which is more divorced from the existing which would still require its own additional landscaping. However, in the same manner that the existing landscaping has grown and established itself over the lifetime of the existing YORR the landscaping proposals within this application can be expected to do the same. It is considered that in time the landscaping proposals will provide a similar level of coverage as the existing situation allowing the proposed development to ultimately assimilate into the wider landscape as best it can.

ECOLOGY

5.89. Paragraph 180 of the NPPF requires that planning policies and decisions should contribute to and enhance the natural and local environment, by amongst other things:

- Protecting and enhancing valued landscapes, sites of biodiversity or geological value;
- Recognising the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services;
- Minimising impacts on and providing net gains for biodiversity, including establishing coherent ecological networks that are more resilient;
- Prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

5.90. Paragraph 186 of the NPPF requires, when determining planning applications, local planning authorities should apply the following principles:

- If significant harm to biodiversity resulting from the development cannot be avoided (through locating on an alternative site with less harmful impacts_, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- Development on land within or outside of a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.
- Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and suitable compensation strategy exists; and
- Development whose primary objective is to conserve or enhance biodiversity should be supported, while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where appropriate.

5.91. Within 2km of the application site there are 17.no City of York Sites of Importance for Nature Conservation (SINCs), 1 .no North Yorkshire SINC and 87.no Tree Preservation Orders and 8.no areas of woodland.

5.92. The proposed development would be located approximately 1.7km from Strensall Common Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). It is considered unlikely that the proposals would impact upon the integrity of habitats for which Strensall Common has been designated. Given the nature, distance, and scale of the proposed highways improvements it is considered unlikely that proposed scheme will significantly increase levels of disturbance at the SAC or SSSI. A Habitats Regulation Assessment has been completed in support of the scheme. The HRA has concluded that no significant effects upon the SAC are likely based on distance and the findings of various environmental assessments completed in support of the proposals.

5.93. Since submission the applicant has provided additional information. This has included information relating to the management of construction operations and Biodiversity Net Gain. Information has also been provided in respect of embedded

mitigation to treat and attenuate drainage before it enters Clifton Ings and Rawcliffe Meadows SSSI.

Biodiversity Net Gain (BNG)

5.94. In January 2024 the Government confirmed that the statutory requirement for Major Developments to achieve a minimum 10% Biodiversity Net Gain would come into effect on 12th February 2024. In practice this means that all planning applications proposing Major Development received, on or after 12th February 2024, by a Local Planning Authority will have a statutory requirement to achieve a minimum BNG of 10%. In the case of the proposals contained within this current application the statutory requirement of achieving a 10% BNG does not apply as the application was received by the Local Planning Authority prior to the 12th February 2024 implementation date.

5.95. Paragraph 180 (d) of the NPPF requires planning decisions to contribute and enhance the natural local environment by minimising impacts on and providing net gains for biodiversity. The submitted design of the scheme will see significant gains in habitat units (19.19%) but will result in the loss of hedgerow units (-1.4%) and river units (-24.03%). The submitted Environment Statement has concluded that there is scope for further BNG opportunities to be achieved during the detailed design phase of the scheme.

5.96. Based on the BNG Assessment it is considered that further gains can be provided through the retention and enhancement of existing hedgerows located within the application site. The Councils Ecologist has recommended that in the event of planning permission being granted a condition securing a Biodiversity Gain Plan should be included. They have also recommended the securing of Landscape and Ecological Management Plan. There are a number of overlaps within the requirements of the Biodiversity Gain Plan and the Landscape Ecological Management Plan. It is therefore not considered necessary to impose both conditions. It is considered that the suggested LEMP would be sufficient in securing suitable Ecological management and enhancements within the application site. A condition in respect Great Crested Newts is has also been recommended.

5.97. The condition securing the LEMP should assist with securing further BNG enhancements through the details design stage of the project. When originally submitted it was envisaged that the scheme would secure a net gain of 17.88 river units within the scheme, this was due to the creation of 4.9km of new highways ditches. These ditches would only hold water occasionally and as such would not be regarded as river units. They will however still bring a degree of benefit due to the created microclimates for terrestrial small mammals and invertebrates. It is the exclusion of the 4.9km of highways ditches which results in the loss of river units.

5.98. As part of the proposals a landscape masterplan has been provided. Post development the extensive landscaping proposals will include the provision of broadleaved woodland, shrubs, grassland, urban trees, modified grasslands and highways ditches. Areas of land to be used to be as construction compounds will result in the temporary loss of habitats but these will be replaced on a like for like basis following completion of the scheme. However, to ensure that this is the case it would be appropriate to condition that the areas used for compounds are reinstated to their original pre-development condition.

5.99. However this does not preclude a degree of biodiversity enhancements from being achieved as part of the development. It is considered that the proposals, subject to the conditions discussed above, will allow for a series of biodiversity improvements to be secured across the development site and ensure that these are maximised as far as possible.

IMPACT UPON HERITAGE ASSETS

5.100. Heritage assets can take the form of both designated and non-designated heritage assets. Designated Heritage Assets are those which are afforded a statutory protection (Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas). Non-designated heritage assets can include buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest but which do not meet the criteria for designated heritage assets.

5.101. The submitted Environmental Statement includes a Cultural Heritage Assessment Chapter. This chapter identifies the known and potential archaeological resource within the defined study area. The defined study area extends 200m to either side of the existing A1237 centre line for non-designated heritage assets. This was extended to 400m on either side for designated heritage assets. Within these areas a total of 4.no designated assets, all Grade II Listed Buildings were identified, in addition 65.no other non-designated assets. None of the identified assets are regarded as being of high or very high sensitivity; as categorised within the submitted Environmental Statement.

5.102. Of the designated assets identified within the survey area (all Grade II listed structures) are considered to be of medium sensitivity. These are Rose Cottage in Earswick village (Site 46, 230m from the red line boundary), Calm Cottage and its gate piers (Sites 59 and 60 circa 300m away from the red line boundary) and a milestone situated on the West side of the B1363 Wigginton Road (Site 67 circa 200m south of the red line boundary). Given the proximity of these

assets to the application site and the proposed development it is considered that no direct harm to these assets would occur. However, consideration does need to be given to the potential impact upon the setting of these assets.

5.103. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which is possesses. Section 72 of the same act also imposes a statutory duty on local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Area when determining planning applications.

5.104. Given the nature of the proposed development and the proximity of the identified heritage assets to the proposals including intervening landscape features. It is considered that the proposals would have a no impact upon the setting of the Listed Buildings nor would the proposals lead to the loss of any historic fabric. As such the obligations placed upon the Local Planning Authority by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 is satisfied.

5.105. Having regard to designated Conservation Areas. It is considered that there is sufficient intervening distance and separation between the proposed development and any designated Conservation Areas. Furthermore, when factoring in the built form of development contained within the intervening land the proposals would not harm the character or setting of any designated Conservation Areas. As such the obligations placed upon the Local Planning Authority by Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 is satisfied.

ARCHAEOLOGY

5.106. Policy D6 of the DLP 2018 states that development proposals that affect archaeological features and deposits will be supported where; they are accompanied by an evidence-based heritage statement that describes the archaeological deposits affected. Or the proposals would not result in harm to the significances of the site or its setting; they are designed to enhance or better reveal the significances of an archaeological site or will help secure a sustainable future for an archaeological site at risk. In cases where harm to archaeological deposits is unavoidable, detailed mitigation measures have been agreed that include where appropriate provision for deposit monitoring, investigation, recording, analysis, publication, archive deposition and community involvement.

5.107. Paragraph 200 of the NPPF states….'where a site on which development is proposed includes, or has the potential to include, heritage assets

with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

5.108. Given the location and extent of application site the proposals are considered most likely to impact upon below-ground archaeological resource relating to late prehistoric and Romano-British activity, wartime structures and remains relating to Clifton airfield and potentially geo-archaeological deposits related to the River Foss. Previous archaeological investigation and mitigation includes an extensive archaeological desk-based assessment. A geophysical survey across 6.no accessible areas at pre-application stage. The former Clifton Airfield and associated structures have been archaeologically recorded and Ridge and Furrow have been recorded where required.

5.109. The City Archaeologist has reviewed the proposals and the information submitted in support of the application. Whilst some previous archaeological investigation and mitigation has taken place in elements of the application site further works will be required; such works can be secured by condition.

5.110. At the section between the Clifton Moor and Wigginton Road roundabouts there is an area of known and potential Iron-Age and Romano-British field systems and settlement. Geophysical survey has not revealed any specific resource however given the known archaeological evidence in this area mitigation is required in the form of strip, map and record. This will allow areas to be looked at in plan form giving the best chance of observing the type of archaeology under investigation in these areas.

5.111. Mitigation measures will also be required in the area north of the YORR at Rawcliffe Moor to Wigginton Road Roundabout. The land south of Rawcliffe Moor has not been previously investigated. The area immediately adjacent to the West side of Wigginton Road saw some archaeological investigation in 1999 ahead of the realignment of the roundabout. This revealed evidence suggestive of Iron-Age settlement. The proposed scheme may impact upon any resource which remains in-situ on the north side of the carriageway.

5.112. The section between Wigginton Road and East of Haxby Road Roundabout contain further areas of potential for Iron-Age and Romano-British land use. However there has been a lot less archaeological investigation in this area. Limited geophysical survey in this area has revealed anything specific, however, this method of investigation does not provide 100% proof of absence of archaeological resource. Given the extent of works in this section further investigation is required. Investigation in this area should be a combination of strip, map and record and in

the form trail trenching undertaken on the north and south side of the YORR between Wigginton Road and Haxby Road Roundabout. The results of trenching will inform whether any further mitigation measures are required.

5.113. At the Strensall Road roundabout the main impact in this area relates to the creation of the new bridge over the River Foss. The old Foss flood channels are of geo-archaeological interest. A geo-archaeological borehole assessment and survey is required to gather information on the prehistoric-medieval landscape and environment in this area and to evaluate the site for archaeological potential.

5.114. The final section of the proposals Strensall Road to Sow Dike is an area of known and potential Romano-British land use and potential settlement. Evaluation south of Strensall Road roundabout produced limited archaeological evidence for this, full excavation has not yet taken place. Geophysical survey has been undertaken on the compound site. This didn't reveal any archaeological anomalies. However based on the nearby results further archaeological evaluation in the form of trenching is required across the compound site although the potential for a significant resource to have survived subsequent ploughing here is low-moderate. Evaluation will inform whether any further excavation is required. Elements of geophysical survey have been undertaken as part this scheme in this area and earlier unrelated schemes (partly) on both sides of the YORR immediately north of the Monks Cross roundabout. These surveys have produced negative results. As a precaution a limited programme of evaluation trenching should be undertaken on the east side of the A1237 south of Monks Cross Roundabout as far as Sow Dike, where it crosses the A1237.

5.115. Based upon the information submitted in support of the application and the various sources of known recorded information covering the application site and immediate surroundings; there is the potential for archaeological resource of varying periods to be present at the site. Therefore, in order to ensure the proposed development accords with the provisions of Policy D6 of the DLP and Section 16 of the NPPF it would, in the event of planning permission being granted, be necessary and appropriate to secure further archaeological investigation and evaluation of the site. The conditions will require the agreement of a Written Scheme of Investigation, a programme of post-determination evaluation, post-determination archaeological mitigation and a scheme of interpretation relating to Clifton airfield and provision made for its installation within 3 years of the completion of the ring road scheme.

CLIMATE CHANGE, SUSTAINABLE DESIGN, CONSTRUCTION AND DEVELOPMENT

5.116. Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, including the

provision of homes, commercial development and supporting infrastructure in a sustainable manner. Paragraph 8 of the NPPF goes on to state the achieving sustainable development means that the planning system has three overarching objectives, which are independent and need to be pursued in mutually supportive ways. The three objectives are:

- Economic – to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- Environmental – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising was and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.117. Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development. For decision making this means; approving development proposals that accord with an up-to-date development plan without delay or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting planning permission unless: the application of policies in the framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole.

5.118. Policy CC2 of the DLP 2018 deals with Sustainable Design and Construction of New Development. The policy seeks to promote development which demonstrates high standards of sustainable design and construction. In practice this means minimising greenhouse gas emissions, using resources efficiently, enhancing climate change resilience and promoting health and wellbeing.

5.119. Amongst the representations that have been received to the development proposals a number cite the GHG impact of the proposed development. A number also cite the fact that, as a Council, CYC declared a Climate Emergency in 2019; with the stated ambition of York to be a net-zero carbon city by 2030.

5.120. As part of the information submitted as part of the application a modelling and assessment of the Greenhouse Gas (GHG) emissions from the proposed scheme has been made. The submitted information estimates that GHG emissions from the construction of the proposed scheme is estimated to be approximately 51,573 tCO2e. The main source of emissions during construction is anticipated to be the embedded carbon in construction materials and the transport of materials to/from site.

5.121. The submitted information acknowledges that the construction stage of the proposed scheme would have an overall adverse effect on climate, as it would give rise to GHG emissions. In this regard mitigation measures are proposed for the construction phase to ensure that effects on climate due to the construction are minimised. This includes preparation of a Site Waste Management Plan, minimisation of transport movements by using local materials and waste facilities where possible and developing a Carbon Management Plan prior to construction. Ultimately such measures could be secured via a condition, if planning permission were granted, for a development wide Construction Environmental Management Plan (CEMP).

5.122. GHG emissions of the proposed scheme were minimised during the design development by considering the re-use of existing structures (such as the existing River Foss bridge, which is retained) and through the use of precast elements such as concrete beams, culverts and manholes/chambers, where practicable, in the interests of avoiding waste and related emissions.

5.123. An assessment of the GHG emissions during the first three years of operation has been undertaken. The proposed scheme will contribute approximately 747,306 tCO2e, which represents a reduction of 1,230 tCO2e when compared to the baseline ‘Do Minimum’ scenarios i.e – if the A1237 remains as is, without the improvements being proposed. By 2040 it is expected to be reduced by 4,677 tCO2e. This is achieved via the configuration of roundabouts and junctions which helps to improve traffic flow, reducing congestion and related GHG emissions.

5.124. Given the extensive landscaping that is proposed as part of the scheme it is considered that there is a minor net benefit due to carbon sequestration (capturing and storing of atmospheric carbon dioxide). However, this has not been included in the GHG assessment and modelling because carbon sequestration will only be claimable after the period of the sixth carbon budget (2033-2037) when new planting is established.

5.125. As has been noted within the submitted information the proposals do, during the construction phase have an impact upon the climate. This is mostly as a result of the embodied carbon associated with the physical infrastructure elements of the proposals such as bridges and underpasses. The submitted modelling demonstrates that during the operational phase a modest carbon saving would be realised.

POLLUTION CONTROL

5.126. Within the context of assessing these development proposals there are a number of elements which collectively fall into the category of pollution control. In addition to this, given the scale and nature of the development, these matters can be further separated into construction phase and operational phases.

5.127. Policy ENV2 of the DLP 2018 deals with Manging Environmental Quality. Policy ENV2 states that development will not be permitted where future occupants and existing communities would be subject to significant adverse environmental impacts, such as noise, vibration, odour, fumes/emissions, dust and light pollution without effective mitigation measures.

5.128. Policy ENV3 covers Contaminated Land. Policy ENV3 states that where there is evidence that a site may be affected by contamination or the proposed use would be particularly vulnerable to the presence of contamination planning applications must be accompanied by an appropriate contamination assessment. Development identified as being at risk will not be permitted where a contamination assessment does not fully assess the possible risks and/or where the proposed remedial measures will not effectively deal the levels of contamination.

Air Quality

5.129. An assessment of the likely significant effects of the proposed development on air quality has been conducted. The scheme has the potential to impact upon air quality due to the generation of dust during construction phases and in changes in vehicle emissions during construction and operational phases. The pollutants considered in the submitted assessment are nitrogen dioxide (NO_2) and fine particulates (PM_{10}) and ($PM_{2.5}$).

Construction phases of development

5.130. Construction phase air quality impacts from fugitive dust emissions have been assessed in line with national best practice guidance provided by the Institute of Air Quality Management (IAQM). A site specific risk assessment has been undertaken to consider the proposed earthworks, construction and track-out activities across the scheme area. The guidance has been used to determine a risk rating for each of these activities in terms of potential for dust soiling and impact on

human health (and habitat impact). In terms of human health, a maximum rating of 'medium' was identified considering all activities. In terms of dust soiling, a maximum risk rating of 'high' was identified for earthworks activities, with other activities resulting in a lower risk.

5.131. The assessment has suggested a number of best practice mitigation measures commensurate with the highest risk ratings identified. With the application of these mitigation measures during construction phases it is considered that potential impacts from fugitive dust can be managed effectively and the residual impacts would not be significant. These measures can and should be secured via condition requiring the provision and implementation of a Construction Environmental Management Plan (CEMP). The CEMP will need to include a Dust Management Plan and the requirement for visual inspections of dust on and off site.

5.132. During the construction phase there is also the potential for traffic disruption to be caused which subsequently could lead to congestion during the construction phase. Given the nature of the development and some of the elements involved, such as new bridges, it is likely that there will be some instances of disruption during the construction. At present details such as traffic routing, traffic management measures or whether any road closures would be required are not available; although a review of the study area has been undertaken to identify locations that could be particularly sensitive to traffic disruption. It would therefore be appropriate, in conjunction with CYC Highways, to secure and implement a Traffic Management Plan during the construction phase.

Operational phases of development

5.133. Operational impacts arising from vehicle emissions on the road network have been assessed using the 'ADMS Roads' dispersion model. A baseline year of 2019 was considered for model verification purposes, along with two future years, namely 2025 and 2040. Both future years have been considered with (do-something) and without (do-minimum) the proposed development. For the modelled years of 2050 and 2040, background data and vehicle emissions for 2021 and 2030 respectively were used to ensure a precautionary approach. The pollutants that have been considered in the assessment are nitrogen dioxide (NO_2) and fine particulates (PM_{10} and $PM_{2.5}$).

5.134. A screening exercise was carried out to determine areas sensitive to changes in air quality and where the change in traffic flows are likely to result in the greatest impact on air quality. Changes in traffic flow were screened in line with CYC Low Emissions Planning guidance and roads exceeding CYC's thresholds were included in the modelled network. In addition to these roads, any road at junctions to these were included in the model (out to a distance of 200m from the road).

Concentrations were modelled at specific locations representative of sensitive locations in close proximity to the proposed scheme (such as residential properties) and also at set distances from affected road links.

5.135. Public Protection have reviewed the approach used for the assessment of operational air quality impacts and consider that it is in line with best practice and incorporates a number of worst-case assumptions appropriate for a study of this nature. The air quality assessment demonstrated:

5.136. The highest increase in predicted annual mean NO_2 is for receptor D15 (south east of Wigginton Road roundabout) where NO_2 increased by 1.6ug/m^3 in the scheme opening year (2025) do-something scenario compared with the do-minimum scenario. Taking into account the absolute concentrations of NO_2 predicated (<70% of the health based air quality objective) these impacts would be described as 'negligible' based on national best practice.

5.137. For the opening year, the highest annual mean concentration predicted across the study area was at distance receptor '2toA19 20' with a concentration of 32.9ug/m^3 (82% of the Air Quality Objective). The contribution from the at this receptor is 1.6ug/m^3. In line with national IAQM guidance this impact would be described as 'slight adverse'. Slight adverse impacts were also seen as receptor 'RA19 20' with a change in concentration of 3% of the Air Quality Objective and the total concentration of 78% of the Air Quality Objective. No sensitive receptors are located at either of these locations. For all other receptors considered where there is an increase in annual mean NO_2, the impacts would be considered 'negligible' in accordance with guidance.

5.138. The biggest improvement in predicated annual mean NO_2 concentration was at receptor D20 located south of the A1237 between the A19 roundabout and the Clifton Moor roundabout, south of the YORR. A decrease in annual mean NO_2 concentration of 6.2ug/m^3 was predicated (16% reduction), primarily due to eastbound traffic being located further away from the receptor due to dualling of the carriageway. The impact at this receptor would be described as 'moderate beneficial'. A reduction in concentration of over 10% of the Air Quality Objective is also predicted at a number of other locations, in particular to the south of the Clifton Moor roundabout, due to the realignment of the roundabout and carriageway to the north of the current position, further away from modelled receptors. Impacts would be described as 'moderate beneficial' in line with guidance.

5.139. For the future 2040 modelled year, areas of air quality deterioration and improvement with respect to NO_2 are similar to the 2025 scenario. Impacts of the proposed scheme would be considered negligible when assessed in line with

guidance provided by the Institute of Air Quality Management (IAQM), with the largest increase in concentration of 1.1ug/m^3 (3% of the Air Quality Objective) occurring at receptors D5 and D15. The highest concentrations of NO_2 are predicated at '2toA19 20' and are 18.1ug/m^3 (45% of the Air Quality Objective). The contribution of the scheme at this location is 0.9ug/m^3 and the impact would also be described as 'negligible'. Some decreases in the annual mean NO_2 concentration occur in 2040 with the scheme in place, with impacts ranging from 'negligible' to 'slight beneficial'.

5.140. For PM_{10}, the maximum predicated concentration with the scheme at the sensitive receptors modelled is 15.6ug/m^3 at receptor D5 north of Strensall Road roundabout (39% of the Air Quality Objective for this pollutant). The scheme contributes 0.2ug/m^3 and the impact would be considered 'negligible' when considered in line with guidance. The greatest contribution to annual PM_{10} across the study area at the modelled distance receptors is 0.4ug/m^3 which again would be considered 'negligible'. Some reductions in PM_{10} concentrations as a result of the proposed scheme are observed at distance receptors to the south of Clifton Moor roundabout. This would be described as 'negligible' in line with IAQM guidance.

5.141. For $PM_{2.5}$ the maximum predicted concentration with the scheme at sensitive receptors is 9.7ug/m^3 (49% of the annual mean objective of 20ug/m^3 for this pollutant) and at this location the scheme contributes 0.1ug/m^3. The highest contribution from the proposed scheme to annual mean $PM_{2.5}$ is 0.2ug/m^3 (1% of the AQO). The highest decrease in predicted $PM_{2.5}$ is 0.8ug/m^3 (4% of the AQO) and is a distance receptor located to the south of the A1237 (3WS 20). For this receptor, the benefit would be described as 'negligible'.

5.142. For the 2040 year modelled, all predicted concentrations of PM_{10} and $PM_{2.5}$ are lower than in 2025 due to the predicated improvements in emissions with time. As is the case with 2025, all impacts would be described as 'negligible' when assessed in line with IAQM guidance.

5.143. Screening of traffic data for the city centre and CYC's existing Air Quality Management Area (AQMA) has indicated that whilst changes in traffic flow will occur as a result of the scheme in this area, the changes in flow would not trigger the need for detailed air quality assessment (when changes in vehicle numbers are assessed in line with CYC Low Emission Planning Guidance). Changes in flow are largely of a magnitude that is unlikely to result in any perceivable air quality impact (change of less than 500 vehicles over a 24 hour period), although for some areas of the city centre/AQMA it is considered the scheme would have a beneficial impact on air quality as flows reduce by >500 vehicles. Based on the assessment undertaken and

in line with guidance, impacts would be described as ‘negligible’ to ‘moderate beneficial’ across the city centre and AQMA.

5.144. In the summary, the assessment has been carried out in line with best practice IAQM guidance and includes a number of worst case assumptions in terms of improvements in vehicle emissions and background considerations with time. Public Protection agree with the conclusions of the study that indicate there would be no significant adverse impacts at the discrete sensitive receptors considered for the annual mean NO_2, PM_{10} and $PM_{2.5}$. The assessment demonstrates an insignificant impact on air quality in the local area during operational phases. Based on the analysis of the city centre locations considered, the scheme may bring about some improvement in air quality due to reductions in traffic flow observed in the AQMA.

5.145. With respect to construction phases, with the application of best practice mitigation measures during construction it is considered that potential impacts from fugitive dust can be managed effectively, and the residual impacts would not be significant. A CEMP should be a condition of approval, which should specifically include a Dust Management Plan and Traffic Management Plan.

Land Contamination

5.146. As part of the supporting documentation a Land Contamination Risk Assessment has been completed. This has identified a number of potential sources of land contamination along this section of the A1237. Intrusive site investigation works have been carried out in 2018 and 2020. No contamination was detected across the majority of the site, but potential asbestos containing material and elevated levels of PAHs (Polycyclic Aromatic Hydrocarbons, derived from coal or wood and usually found is ashy material). The work undertaken so far has assigned an overall land contamination risk rating of low in respect of the scheme. Notwithstanding this appropriate health and safety measures will still need to be adopted by groundworkers, particularly within the vicinity of the former airfield. The report also recommends that further consideration (for example additional site investigation, assessment and design review) is given to the areas of potential asbestos containing materials.

5.147. The report and investigative works undertaken to date in respect of land contamination are considered to be acceptable by Public Protection. However there remains the potential for unexpected land contamination to be discovered on site once the construction phase commences. It would therefore be necessary, in the event of granting planning permission, to include a condition for dealing with unexpected land contamination. This would provide a mechanism by which such events can be reported, investigated and where necessary secure suitable

remediation measures. This will ensure suitable protections are secured in the interests of safeguarding human and environmental health from the risks of land contamination.

Lighting Impact Assessment

5.148. A Road Lighting strategy has been submitted in support of the application. However this assessment is only preliminary and will require a further detailed lighting impact assessment to be submitted in order to demonstrate that the final light levels meet the standards set out within guidance, provided by the Institute of Lighting Professionals, on the reduction of obtrusive lighting. A further detailed lighting impact assessment can be secured via condition in the event of planning permission being granted.

Noise

5.149. Noise from the proposed development is considered within Chapter 7 of the submitted Environmental Statement along with appendices 7.1 and 7.2; in line with the appropriate national and local guidance. The noise mapping and noise assessment has identified that the scheme will be likely to result in adverse impacts for a number of residential receptors. As a consequence the applicants are proposing additional mitigation such as acoustic barriers and low noise road surfacing. Whilst noise maps have been submitted that show anticipated noise attenuation via the use of a noise modelling package, no precise details of the materials of the acoustic barriers, such as their material, density or acoustic properties have been provided.

5.150. The submitted report also states that there may be an element of uncertainty in the findings due to a lack of information available about some of the other projects that may have a cumulative impact on the site and stated that some properties are at risk of meeting the criteria for compensation under the Noise Insulation Regulations 1975 (as amended 1988). Although no calculations of eligibility have yet been made of these properties, the applicants intend to investigate this in accordance with the noise insulation regulations once the scheme is finished.

5.151. It is therefore recommended that in the event of planning permission being granted it would be necessary to include conditions which require the submission of details in respect of the acoustic noise barrier to be installed along the A1237 to protect residential dwellings. The submitted plans indicate the use of acoustic barriers on land to the South of the A1237 between the A19 and Clifton Moor Roundabouts, the South side of the A1237 on land North of Abbotts Gait and on land North of the A1237 along the frontage of Huntington Fire Station. In addition to this it would be necessary to condition that upon completion of the scheme and

within 6 months of the start date of the use of the extended sections of carriageway a post completion noise survey be carried out with monitoring being carried out at the noise sensitive receptors identified within the submitted Environmental Statement. This post completion report shall include an assessment of any dwellings where the criteria for eligibility for compensation under the noise insulation regulations are met. Details of any further noise mitigation shall be submitted for approval, any mitigation identified in the post completion report shall be implemented no than 12 months from the date of the post completion noise report.

Construction Environment Management Plan (CEMP)

5.152. An outline CEMP has been submitted with the application which would manage noise vibration, dust and light and pollution associated with the construction phase of the development. The outline CEMP does include mitigation which would be expected to be built into a full CEMP. However at this stage, it is considered that it does not go into sufficient detail as to what the mitigation measures will involve. As a result it is recommended to secure the provision of a detailed CEMP via planning condition.

Working Hours

5.153. As with any construction works there is the potential for a degree of disturbance to be caused to surrounding properties and land uses. The outline CEMP proposes hours of work as being Monday-Friday 07:30-19:00 and Saturday and Sunday 08:00-17:00. An hours of construction condition is considered necessary and appropriate in the interests of safeguarding the residential amenity of neighbouring properties. Given the scale and nature of the application and the development proposals there will be some sections of the work area which may give rise to more notable levels of disturbance than others, this will be likely be the case in locations which are more densely populated with existing residential properties.

5.154. Public Protection have recommended the inclusion of working hours condition however they recommend that this be Monday to Friday 07:30-19:00 and Saturday 09:00-17:00 with no works on Sundays or Bank Holidays. It is considered that these working hours would strike a suitable balance between facilitating the construction phase of the scheme but also providing a degree of respite to local residents. Public Protection also recommend the inclusion of a mechanism within the working hours condition whereby subject to their prior agreement or in cases of emergency, works can be undertaken outside of these hours.

5.155. It is considered that this would provide a degree of further flexibility in the delivery of the project which could in certain circumstances be essential. The larger structural works of the development such as the installation of the new bridges could necessitate the movement of specialist plant or machinery which is best undertaken

outside of normal working hours when the wider highway network is quieter. Works such as the installation of the bridge spanning the York-Scarborough rail line will need to be co-ordinated with Network Rail to ensure that this is done safely without risk to the safe operation of the railway – this could necessitate works outside of the normal operating hours of train services.

5.156. As with any construction project there will inevitably be a degree of disruption both during the construction phase and to lesser extent during the operational phase. However it is considered that measures such as the landscaping and acoustic fencing will provide a degree of mitigation in addition to the package of conditions recommended by Public Protection and other technical consultees will provide suitable levels of mitigation and protection to the environment and neighbouring land uses.

FLOOD RISK AND DRAINAGE

5.157. The western most extent of the application site is located within 300m of the River Ouse whilst the it also crosses the River Foss at Earswick. There are also a number of drainage dykes and becks located within the vicinity of the site at various locations along the route. The majority of the application site is situated within Flood Zone 1. Some areas of the proposed scheme (mainly within the eastern section of the application site) are located within Flood Zones 2 and 3. Locations within Flood Zones 2 and 3 include the land surrounding the River Ouse, Westfield Beck, the River Foss and the southern section of Sow Dike. The land surrounding the River Foss is also part of Flood Zone 3b (functional floodplain). A small part of the very western extent of the application site is also located within the functional floodplain of the River Ouse. Other than main watercourses the cross underneath or are found near to the A1237; there are a number of small watercourses, primarily unnamed drains, which run near to the site but are unlikely to impact the A1237 due to their size or distance from the site.

5.158. Surface water flood risk due to its nature is harder to predict. It is typically linked to very localised topographic features such as depressions. Or connected to infrastructure issues such as blocked drains or gullies. A surface water flood map accompanying the CYC Preliminary Flood Risk Assessment does not show surface water flooding occurring along the A1237.

5.159. Having regard to flood risk from artificial sources the Environment Agency's flood risk from reservoirs map suggests that two parts of the site are at risk of flooding from reservoirs. The first area between the A19 Shipton Road Roundabout and Clifton Moor Roundabout and a small area immediately surrounding the River Foss. These areas are removed from being at risk during times when river levels are normal. However, when there is flooding from rivers, the

A1237 up to Clifton Moor Roundabout is at risk. This reservoir risk is associated with the River Ouse which would be used as a flow path from upstream reservoirs if there was to be a failure (as explained in the below paragraph). The flood risk is associated to Angram Reservoir (approximately 57km north-west), Scar House Reservoir (55km north-west) Roundhill Reservoir (47km north-west) and Gouthwaite Reservoir (45km north-west). A small area of the River Foss is shown to be at risk from Oulston Reservoir approximately 18km north-west of Strensall Road Roundabout.

5.160. The identified flood risks in respect of reservoirs only exist in the event of a failure or breach of the identified reservoirs when the Ouse and Foss would be utilised as flow paths. Overall the flood risk associated to artificial flooding to the proposed development would be considered to be low. The consequences of a reservoir flooding would be high; however due to maintenance and inspections the actual probability of such events occurring are very low. Groundwater flood risk is within the application site is considered to be low. Whilst sewer flood risk within the site is considered unlikely it is acknowledged that some pockets of land could be susceptible.

5.161. Paragraph 173 of the NPPF requires that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment it can be demonstrated that:

- With the site, the most vulnerable development is located in areas of lowest flood risk; unless there are overriding reasons to prefer a different location;
- The development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- It incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- Any residual risk can be safely managed; and
- Safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

5.162. Policy ENV4 of the DLP 2018 deals with Flood Risk and requires that new development shall not be subject to unacceptable flood risk and shall be designed and constructed in such a way that mitigates against current and future flood events.

5.163. The River Ouse whilst in close proximity to the application site does not cross the A1237. However it does receive drainage associated with the A1237 via the Cliton Ings Ditch. Clifton Ings Ditch is classed as an 'ordinary' watercourse and is situated between the River Ouse and Shipton Road Roundabout. Situated within Flood Zone 2 and 3 it is at high risk of flooding. The proposed development will, due to its nature, result in an increase in the amount of highway drainage that the ditch receives, once the development is operational. However, the overall drainage strategy for the development will create a 30% reduction in discharge rate. Discharge into the Clifton Ings Ditch will also incorporate a vortex separator (a device which is designed to capture and retain insoluble particles and pollutants such as silt, oils and other debris; to prevent them from being discharged into the watercourse) this will screen highways surface water runoff preventing pollutants from entering the ditch and therefore the River Ouse. This will also protect the nearby SSSI. In the event of granting planning permission it would be necessary to secure the provision of this feature via condition; which is achieved by the separator being detailed within the approved plans.

5.164. Westfield Beck runs parallel with Wigginton Road and Haxby Road, running either side of the A1237 and is culverted beneath the road. The beck runs in a north-south direction and is a tributary of the River Foss. The beck is located within Flood Zones 2 and 3. The beck is also regarded as being at high risk in respect of surface water flood risk. The proposals will result in an increase in the overall impermeable area and the area of highway to be drained. The proposals would also result in the overall amount of storage within the floodplain being reduced which can cause an increase in flood risk. The submitted information estimates that approximately 464m^3 of flood water would be displaced, based upon the 1 in 100 +50% climate change modelled data from the Environment Agency. A Flood Compensatory Area is proposed to the West of Westfield Beck. The design of this will include a dry lagoon which only fills with water during specific flood events, this will have a volume of 908m^3. Thus providing an overall increase in storage when compared with the existing scenario.

5.165. Having regard to the River Foss, the A1237 spans the River Foss between the Haxby Road and Strensall Road roundabouts; with the Foss running beneath the A1237 in a North-South direction and provides highways drainage related to east of Haxby, Strensall and Monks Cross via Strensall Road Roundabout. As with other sections of the proposed development the proposals would result in the impermeable area associated with the highway increasing and will reduce the amount of storage within the floodplain. The proposed scheme is estimated to displace approximately 1160m^3 of floodwater based upon the 1 in 100 +50% Climate Change scenario modelled data. The proposals include a Flood Compensatory Storage Area which is to be created near the River Foss. This will

provide a storage area of 1331m^3; a significant increase in storage in comparison to the existing scenario. As a result of there being no net loss of storage or increase in flood risk elsewhere this aspect of the proposals pass the exception test set out in the NPPF.

5.166. Sow Dike passes near the A1237, east of Monks Cross Roundabout and runs parallel to the road for a short distance before diverging to the East. The watercourse then flows back towards the A1237 and is culverted beneath in order to flow southwards towards Hopgrove Lane North, which runs parallel to the A1237. Highways drainage from Monks Cross drains into Sow Dike. No mitigation measures are proposed at this location has Sow Dike is regarded as being at low risk of flooding at the point it crosses the A1237.

5.167. Whilst the proposals only include mitigation measures through the provision of Flood Compensatory Storage Areas at Westfield Beck and the River Foss it is not considered necessary for flood mitigation at or near other outfall locations. However the proposed drainage ditches will attenuate and slow the flow of drainage before it enters into an outfall. In devising the proposed development an accompanying drainage design has been devised; whereby the peak discharge needs to be restricted to 70% of the existing 1 in 100 year value, meaning a 30% improvement in discharge rates.

5.168. As part of the review of the proposals technical input on drainage and flood risk has been provided by the Environment Agency, CYC Drainage as the Lead Local Flood Authority, Yorkshire Water and the relevant Internal Drainage Board. Detailed discussions with these bodies have resulted in various clarifications being made to the submitted plans. None of these bodies have raised objections to the proposals.

5.169. The submitted Flood Risk Assessment concludes that the majority of the scheme is primarily located within Flood Zone 1. Although there are some areas, generally around existing water courses which are located within Flood Zones 2 and 3. Due to the proposals being highway improvement works avoiding the higher risk areas is not possible. The works include the dualling and widening of the existing

A1237 and improving a number of existing roundabouts. These cannot be located elsewhere therefore the site passes the Sequential Test set out in the NPPF.

5.170. Surface water discharge rates from the highway will be reduced by 30% of the existing discharge. Mitigation in the form of flood compensatory storage areas will be utilised to store flood water in flood events near Westfield Beck and River Foss. As a result of this the proposals will not cause an increase in flood risk nor do they result in a reduction in floodplain storage.

5.171. The proposals would also not contribute to the worsening of water quality as the proposed drainage strategy will include drainage ditches which will attenuate and treat the highway drainage before it enters into the relevant surface watercourses. At Clifton Ings, the embedded mitigation of drainage ditches and a vortex grit separator should, in practice, lead to an improvement in water quality compared to the existing scenario.

5.172. The proposals have been reviewed by the LLFA who have confirmed that they have no objections to the proposals in respect of flood risk and drainage. With regard to flood risk they have advised that the development should be carried out in accordance with the submitted flood risk assessment. This includes provision of the compensatory flood storage. Given the nature of the area there is a necessity for the compensatory flood storage to be provided in advance of the existing areas being lost. This will ensure that there is no temporary net loss of flood storage.

5.173. With regard to Surface Water Drainage the LLFA have agreed that the use of Soakaways have been proven to be unsuitable for the entire site. As such all surface water is to be connected and drained to the local watercourses. Discharge rates have been agreed for each watercourse. All of the outflows from the proposed drainage networks do not exceed the maximum allowable discharge flow based on a 140l/s/ha (litres per second per hectare) with a 30% reduction for each main catchment. It is noted that some minor flooding (less than $5m^3$) has occurred in the 1 in 100 year + 40% Climate Change storm events. However each of these flood events can be contained within the existing highway boundary and does not have an impact upon adjacent land.

5.174. Throughout the application process the Foss Internal Drainage Board have held detailed discussions with the applicant with regard to reviewing the drainage proposals for the scheme and the implications the development could have upon existing watercourses which fall under the control of the IDB. Following their review the IDB have confirmed that they no longer raise any objections to the proposals. The IDB have recommended that, in the event of planning permission

being, the permission should be subject to conditions. These conditions include all drainage works being carried out in accordance with the agreed drainage document. A 9m maintenance strip is maintained adjacent to the top of the embankment at the River Foss, Westfield Beck and Sow Dyke which are maintained by the IDB and access to these areas are in accordance with the agreed IDB access strategy. They have also requested that the applicant/developers attention is drawn to the requirement for consent to be obtained from the IDB prior to any discharge, increase in rate of discharge directly or indirectly into any watercourse within the IDB's district or any culverting or diversion of any watercourse.

5.175. Much of the application site runs parallel or near significant Yorkshire Water infrastructure generally situated to the southern side of the YORR. This allows Yorkshire Water to transfer and balance clean water supplies across their network. Given the significance of this it is considered necessary to impose a condition which secures details of the measures to be used to protect the public water supply. Yorkshire Water, as statutory undertaker will also require ongoing maintenance access to their existing assets within the vicinity of the proposed development.

IMPACTS UPON EXISTING USES

5.176. Having regard to the agricultural land that would be lost to facilitate the development. The land lost to the development would generally be linear in its form and run parallel to the existing highway. The existing agricultural land is a mixture of arable and livestock uses. Within their consultation comments Natural England have indicated that a closer assessment of the Best and Most Versatile land is undertaken. However it is not considered, in this case, that this would be necessary as explained below.

5.177. In preparing their Environmental Statement the applicant has adopted a cautious approach and applied a worst-case scenario for their assessment. They have adopted a classification of Grade 3a meaning the land would be regarded as the most flexible, productive and efficient and is most capable of delivering crops for food and non-food uses. Notwithstanding this the overall amount of agricultural land that would be lost would be a small proportion of the overall scheme footprint and is made up of discrete parcels. With regard to potential alternative design options the applicant states that land take (and the associated land use change, and hence the loss of agricultural land) has been minimised as far as possible. Furthermore, given the existing alignment and location of the A1237 YORR there extremely limited alternative options to dual the existing route offline from the existing alignment.

OTHER MATTERS

5.178. Amongst the numerous comments and representations that have been received a number of comments have been made with regard the scheme seeking to secure other wider improvements. These have included extending provision of things like cycle lanes and pedestrian links well beyond the extent of the application site; such as further along Wigginton Road or Strensall Road.

5.179. The only matters for consideration within this planning application are the proposals that have been outlined as part of the proposed development – namely the dualling of this section of the YORR and provision of various active travel measures and infrastructure within this area. Similarly, any conditions secured as part of this application can only influence matters within the extent of application site and can only be imposed in order to make the proposals acceptable in planning terms.

5.180. Notwithstanding the above it must be acknowledged that schemes such as this which provide a piece of infrastructure do, inevitably, have varying degrees of interaction with and upon other elements or parts of the city. Were the scheme contained within this application to deliver its intended outcomes, such reducing cross city trips in favour of orbital trips then this could act as a catalyst for other decision making bodies within the Council, such as the Local Highway Authority to consider other measures or enhancements, outside of this planning application, which could deliver other objectives and aspirations.

THE CASE FOR VERY SPECIAL CIRCUMSTANCES (VSC)

5.181. As has been outlined with the earlier Green Belt section of this report. The proposals would in the context of Green Belt Planning Policy contained within the National Planning Policy Framework, adopted Neighbourhood Plans and DLP 2018 be regarded to constitute inappropriate development.

5.182. Paragraph 152 of the NPPF states that ‘Inappropriate development is, by definition, harmful to the Green Belt and should not be approved expect in very special circumstances. Paragraph 153 of the NPPF goes on to state. ‘When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

5.183. As part of their submission the applicant has outlined, what they consider, to the be the very special circumstances which would justify the proposed development.

5.184. The need for a dual carriageway around York: There is a clear and demonstrated need for the proposed scheme, and an analysis of local planning policy and the Outline Business Case has demonstrated that the proposed scheme reflects the strategic aims and responsibilities of the LPA. Failure to implement the proposed scheme would likely lead to a variety of negative impacts on York's wider transport network, pedestrian and cycling facilities, and housing and commercial development.

5.185. The benefits of the proposed scheme: Specific benefits above the wider need include support for the wider CYC ambition of removing cars from the city centre, improvement at local non-ring road junctions and improving active travel opportunities. This is alongside a likely improvement in road safety, all of which are discussed in the Transport Assessment.

5.186. The lack of alternatives with a lesser impact on the Green Belt: As stated above, the proposed scheme requires a Green Belt location as it is an upgrade to an existing route in the Green Belt; therefore, there is no realistic alternative outside of the Green Belt. The need to reduce the impact on the Green Belt has been considered throughout optioneering and design.

5.187. Within their submitted Planning Statement (Para 5.61) the applicant states. 'Given the location of the existing YORR, it would not be possible to deliver the proposed scheme using land that is outside of the Green Belt. There are no alternative options to deliver the proposed scheme in a non-Green Belt location. The need and benefits of the proposed scheme and lack of alternatives present Very Special Circumstances strongly in favour.'

PLANNING BALANCE

5.188. Paragraph 11 of the NPPF, in the context of decision taking, at Paragraph 11 c) requires that development proposals that accord with an up to date development should be approved without delay. At present the City of York does not have an up-to-date city wide development plan; the statutory development plan currently consists of the saved policies and key diagram of the otherwise revoked Yorkshire and Humber Plan Regional Spatial Strategy (2008) and the made neighbourhood plans. The City of York Local Plan 2018 is currently a draft and has been subject to examination by an appointed Inspector. Within the made Neighbourhood Plans which are of relevance to this decision (Huntington Neighbourhood Plan and Earswick Neighbourhood Plan); there are policies, as outlined in paragraphs 2.7. and 2.8. of this report, which are considered relevant to the determination of these proposals. However, the Neighbourhood Plans only cover small areas of the application site. In addition to this the proposals present a number

of other material considerations which are not covered by policies contained within the made neighbourhood plans, i.e. there are no relevant policies.

5.189. As a result of this the provisions of NPPF paragraph 11 d) are relevant. This requires that where there is no relevant development plan policies, or the policies which are the most important for determining the application are out of date, granting planning permission unless:

i) The application of policies in this framework (NPPF) that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or

ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole.

5.190. As is outlined within the earlier sections of this report. There are a number of impacts from the proposed development which could be regarded as being negative. These include the fact the proposals would be located within the Green Belt. The proposals would be regarded as being inappropriate development within the Green Belt; which would be harmful to the openness of the Green Belt and the five purposes of Green Belt, which would therefore by definition be harmful to the Green Belt. Substantial weight must be given to these harms to the Green Belt in the planning balance.

5.191. The proposals will, due to the nature of the infrastructure being proposed have a notable embodied carbon footprint. There will also be a significant loss of the existing trees and landscaping features associated to the existing Outer Ring Road. Moderate weight can attributed to these disbenefits due to the proposed mitigation measures.

5.192. In order to accommodate the enlarged highway, it is necessary for land within the immediate vicinity of the route to be assembled either by private sale, the Council buying the land from existing owners; or the exercising of Compulsory Purchase Powers. This could lead to the loss of or curtailment of some existing uses along the route. This would in practice necessitate existing uses relocating to other locations. However, on balance there is not considered to be a fundamental necessity for the existing uses to remain in their current location or indeed any indication that they can only be accommodated within their current locations. Limited weight can be attributed to this disbenefit.

5.193. To be weighed against the potential negative impacts of the proposals. It is considered that the proposals do present a number of benefits and opportunities. Through the provision of features such as the orbital foot/cycleway and the new

underpasses at Clifton Moor and Strensall Road, along with the enhanced underpasses at Haxby Road. The proposed development would bring about significant improvements in the provision of active travel measures. If constructed these would provide a foundation from which further enhancements and improvements could potentially be delivered in the future. The proposals would enhance the provision of facilities for active travel East-West. North-South permeability across the YORR from the outer villages and settlements to the North of the YORR. These could attract people to more sustainable means of transport such as walking or cycling as there will be opportunity to cross and orbit the YORR in a safer manner. These measures will also assist with providing infrastructure for the overall growth that is anticipated for the city due to the aspirations within the Draft Local Plan. Substantial weight can be attributed to these benefits.

5.194. The proposals will provide enhanced highways capacity along this section of the YORR. This will improve traffic flow creating more reliable journeys. Improved journey reliability should lead to an easing of congestion which will assist with improving air quality in sections which currently experience significant congestion. Modelling shows that the proposals would result in a redistribution of traffic away from the inner ring road and other city centre routes; moving it away from cross city routes. This could present opportunities for other measures to be brought forward by other decision making bodies of the Council which could deliver further enhancements to neighbourhoods within the main urban area. Substantial weight can be attributed to this benefits.

5.195. The submitted information also demonstrates an operational saving in carbon emissions when compared with not carrying out the proposed development. Substantial weight can be attributed to this benefit.

5.196. The proposed landscaping is significant and will once established mitigate the overall visual impacts of the development. It will also provide an enhancement, in comparison to the existing situation, to biodiversity across the site; and over the lifetime of the development introduce opportunities for carbon sequestration. Substantial weight can be attributed to these benefits

5.197. Considering the Very Special Circumstances presented by the applicant to clearly outweigh the harm to the Green Belt and the other harms identified within this report. It is acknowledged that there is a need for a dual carriageway around York. The proposed development reflects the strategic aims and responsibilities of the Council. The additional capacity provided would assist with providing the wider growth aspirations of the city assisting to promote housing and commercial development.

5.198. The proposals would, as shown by the submitted modelling and Transport Statement, support the wider CYC ambition reducing cross city motorised vehicle trips within the city centre through the improvement at local non-ring road junctions and the improvement of active travel opportunities. Whilst such ambitions could not be delivered directly through this the granting of this planning permission such by way of planning condition or planning obligation. The granting of planning permission and the subsequent delivery of proposals within the application could act as a catalyst for wider strategic decisions to be made by other decision making bodies within the Council.

5.199. It is also acknowledged that in the context of the proposals, being a scheme of highway improvement and the existing location of the YORR, within the general extent of the Green Belt there is no realistic alternative outside of the Green Belt.

5.200. Having considered the relevant material considerations which the proposed development presents. It is acknowledged that there are a number of harms which the proposals give rise to. The extent of these varies in their nature, some, such as the visual impact of construction compounds, the loss of existing landscaping and disturbance during the construction phase will, in the overall lifetime of the development be temporary. It is considered that matters such as these can be suitably managed and mitigated via planning condition. Other impacts such as the embodied carbon usage, loss of existing agricultural land and land used by businesses would be permanent and irreversible.

5.201. However, these impacts even when substantial weight is given to the harms to the Green Belt, would be clearly outweighed by the cumulative benefits the scheme would deliver in terms of improving highway capacity and therefore journey times along the route. The enhancement to active travel provision over and above the existing situation and the support these features would provide to delivering the wider strategic objectives and aspirations of the Council as outlined within the Draft Local Plan, current and emerging Local Transport Plan (LTP3 and LTP4); benefits which would be very substantial.

PUBLIC SECTOR EQUALITIES DUTY (PSED)

5.202. Section 149 of the Equality Act 2010 contains the Public Section Equality Duty (PSED) which requires public authorities, when exercising their functions, to have due regard to the need to:

a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;

b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
c) Foster good relations between persons who share relevant protected characteristics and persons who do not share it;

5.203. Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having regard, in particular to, to the need to:

a) Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to the characteristic;
b) Take steps to meet the needs of persons who share relevant protected characteristic that are different from the needs of persons who do not share it;
c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons if disproportionately low.

5.204. The PSED does not specify a particular substantive outcome but ensures that the decision made has been taken with ‘due regard’ to its equality implications. As part of the application the applicant has provided their Equalities Impact Assessment which they have undertaken and updated throughout the lifespan of the project thus far.

5.205. The submitted Equalities Impact Assessment has identified that numerous equality groups could be negatively impacted upon during the construction phase of the project. This would be due to temporary changes to things such as access, as routes are temporarily diverted or disrupted to facilitate the development. This could have implications for various groups as they go about their day-to-day activities. However such implications would be temporary and could be expected with any sort of significant development project.

5.206. A greater number of benefits are identified within the operational phase of the development. These include enhancements to accessibility by virtue of reduced congestion and increased active travel opportunities. Concerns have been raised with respect the use of underpasses and the potential these have for heightened antisocial behaviour. However, as is outlined earlier in this report, North Yorkshire Police have reviewed the submitted proposals and have not raised any objections on such grounds. The applicant engaged with them at an early stage in the project to ensure that where underpasses are used they would be, from a crime prevention perspective, designed with crime prevention in mind; so they provide clear sightlines through them and are well illuminated.

5.207. The EIA concludes that no major change is required to the proposals. Mitigation measures will be utilised through embedded design. Construction and Environmental Management Plans will minimise negative impacts. Overall the proposals would provide a number of safety, health and accessibility benefits which can be shared by groups with protected characteristics.

5.208. Officers have given due regard to the equality implications of the proposals in making this recommendation. There is not indication or evidence (including from consultation on this application) that any equality matters are raised that would outweigh the material planning considerations.

6.0 CONCLUSION

6.1. The application seeks planning permission for Improvements to the A1237 York Outer Ring Road including dualling of existing carriageway, improvements to roundabouts, provision of 5.1km shared use cycle and pedestrian route, signalised crossing facilities for active travel users, 2no. overbridges and no.6 underpasses for pedestrians and cyclists with ancillary development including sustainable drainage measures, flood compensatory storage areas, woodland planting/landscaping, habitat creation, noise barriers, revised field accesses, associated infrastructure and earthworks.

6.2. The majority of the application site and the proposed development is located within the general extent of the York Green Belt. The proposals would be regarded as constituting inappropriate development within the Green Belt. This would by definition be harmful to the Green Belt. Substantial weight is given to the harms to the Green Belt in the planning balance. However, in this case there are considered to be very special circumstances which exist (as set out in paragraphs 5.181.-5.187.) which would collectively clearly outweigh the harm to the Green Belt and the harms identified within the above report, which justify the development.

6.3. Based on the merits of the case the following recommendation is made:

6.4. That the application be referred to the Secretary of State in accordance with the provisions of The Town and Country Planning (Consultation) (England) Direction 2021; and in the event of the Secretary of State confirming that they do not wish to call the application in, planning permission be granted, subject to conditions set out below.

7.0 RECOMMENDATION: That delegated authority be given to the Head of Planning and Development Services to APPROVE the application subject to the

application being referred to the Secretary of State in accordance with the provisions of The Town and Country Planning (Consultation) (England) Direction 2021; and in the event of the Secretary of State confirming that they do not wish to call the application in. For the Head of Planning and Development Services be given delegated authority to finalise the planning conditions.

1 The development shall be begun not later than the expiration of three years from the date of this permission.

Reason: To ensure compliance with Sections 91 to 93 and Section 56 of the Town and Country Planning Act 1990 as amended by section 51 of the Compulsory Purchase Act 2004.

2 The development hereby permitted shall be carried out in accordance with the following plans:-

Location Plan Sheet 1 of 4 Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01015 P03
Location Plan Sheet 2 of 4 Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01015 P03
Location Plan Sheet 3 of 4 Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01015 P05
Location Plan Sheet 4 of 4 Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01015 P03
Site Plan Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01014 P03

General Arrangement Sheet (1 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01001 Rev P11;
General Arrangement Sheet (2 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01002 Rev P11;
General Arrangement Sheet (3 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01003 Rev P11;
General Arrangement Sheet (4 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01004 Rev P11;
General Arrangement Sheet (5 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01005 Rev P11;
General Arrangement Sheet (6 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01006 Rev P11;
General Arrangement Sheet (7 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01007 Rev P11;
General Arrangement Sheet (8 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01008 Rev P11;
General Arrangement Sheet (9 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01009 Rev P11;
General Arrangement Sheet (10 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01010 Rev P11;
General Arrangement Sheet (11 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01011 Rev P11;

General Arrangement Sheet (12 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01012 Rev P11;
General Arrangement Sheet (13 of 13): Drawing No. 04739-PEF-GEN-ZZ-DG-CH-01013 Rev P11;

Landscape Master Plan Key Sheet: Drawing No. 18/PFC/1025/L/001 REV A;
Landscape Strategy and Planting Details: Drawing No. 18/PFC/1025/L/007 Rev B
Landscape Master Plan Sheet 2: Drawing No. 18/PFC/1025/L/002 REV D;
Landscape Master Plan Sheet 3: Drawing No. 18/PFC/1025/L/003 REV B
Landscape Master Plan Sheet 4: Drawing No. 18/PFC/1025/L/004 REV D;
Landscape Master Plan Sheet 5: Drawing No. 18/PFC/1025/L/005 REV E;
Landscape Master Plan Sheet 6: Drawing No. 18/PFC/1025/L/006 Rev C;

Clifton Moor Underpass General Arrangement: Drawing No. 104739-PEF-SBR-21-DR-CB-0003 P01
Haxby Rail Bridge Eastbound General Arrangement Sheet (1 of 2): Drawing No. 104739-PEF-SRB-23-DR-CB-0003 P01
Haxby Rail Bridge Eastbound General Arrangement Sheet (2 of 2): Drawing No. 104739-PEF-SRB-23-DR-CB-0004 P01
Haxby West(2) Underpass General Arrangement (1 of 2): Drawing No. 104739-PEF-SBR-27-DR-CB-0004 P01
Haxby West(2) Underpass General Arrangement (2 of 2): Drawing No. 104739-PEF-SBR-27-DR-CB-0005 P01
Haxby East(2) Underpass General Arrangement (1 of 2): Drawing No. 104739-PEF-SBR-28-DR-CB-0004 P01
Haxby East(2) Underpass General Arrangement (2 of 2): Drawing No. 104739-PEF-SBR-28-DR-CB-0005 P01
Haxby Rd North Underpass General Arrangement (1 of 2): Drawing No. 104739-PEF-SBR-29-DR-CB-0004 P01
Haxby Rd North Underpass General Arrangement (2 of 2): Drawing No. 104739-PEF-SBR-29-DR-CB-0005 P01
Haxby South Underpass General Arrangement (1 of 2): Drawing No. 104739-PEF-SBR-30-DR-CB-0004 P01
Haxby South Underpass General Arrangement (2 of 2): Drawing No. 104739-PEF-SBR-30-DR-CB-0005 P01
Earswick River Bridge Eastbound Planning General Arrangement: Drawing No. 104739-PEF-SBR-31-DR-CB-0003 P03
Strensall Underpass General Arrangement Sheet (1 of 2): Drawing No. 104739-PEF-SBR-33-DR-CB-0012 P01
Strensall Underpass: Drawing No. 104739-PEF-SBR-33-DR-CB-0013 P01

Reason: For the avoidance of doubt and to ensure that the development is carried out only as approved by the Local Planning Authority.

3 No development shall commence, other than enabling works of any phase,

sub-phase or building until a detailed Phasing Strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details (unless superseded by a subsequent strategy approved in writing by the Local Planning Authority).

Reason: To ensure the development is carried out in appropriate phases in accordance with the range and scale of impacts assessed and measured in the Environmental Statement and ensure that development is delivered in a managed way.

4 Prior to commencement of the development, a site wide Construction Environmental Management Plan (CEMP) for minimising the creation of noise, vibration and dust during the demolition, site preparation and construction phases of the development shall be submitted to and approved in writing by the Local Planning Authority. The CEMP must include a site specific risk assessment of dust impacts in line with the guidance provided by IAQM (see http://iaqm.co.uk/guidance/) and include a package of mitigation measures commensurate with the risk identified in the assessment. All works on site shall be undertaken in accordance with the approved CEMP, unless otherwise agreed in advance in writing by the Local Planning Authority.

The CEMP shall include (but not limited to) the following details:
For noise details on hours of construction, deliveries, types of machinery to be used, use of quieter/silenced machinery, use of acoustic barriers, prefabrication off site etc, should be detailed within the CEMP. Where particularly noisy activities are expected to take place then details should be provided on how they intend to lessen the impact i.e. by limiting especially noisy events to no more than 2 hours in duration. Details of any monitoring may also be required, in certain situation, including the location of positions, recording of results and identification of mitigation measures required.

For vibration, details should be provided on any activities which may results in excessive vibration, e.g. piling, and details of monitoring to be carried out. Locations of monitoring positions should also be provided along with details of standards used for determining the acceptability of any vibration undertaken. In the event that excess vibration occurs then details should be provided on how the developer will deal with this, i.e. substitution of driven pile foundations with auger pile foundations. All monitoring results should be recorded and include what was found and mitigation measures employed (if any).

With respect to dust mitigation, measures may include, but would not be restricted to, on site wheel washing, restrictions on use of unmade roads, agreement on the routes to be used by construction traffic, restriction of stockpile size (also covering or spraying them to reduce possible dust), targeting sweeping of roads, minimisation of evaporative emissions and prompt clean up of liquid spills, prohibition of intentional

on-site fires and avoidance of accidental ones, control of construction equipment emissions and proactive monitoring of dust. Further information on suitable measures can be found in the dust guidance note produced by the Institute of Air Quality Management, see http://iaqm.co.uk/guidance/. The CEMP must include a site specific risk assessment of dust impacts in line with the IAQM guidance note and include mitigation commensurate with the scale of the risks identified.

For lighting details should be provided on artificial lighting to be provided on site, along with details of measures which will be used to minimise impact, such as restrictions in hours of operation, location and angling of lighting.

In addition to the above, the CEMP should include a complaints procedure, so that in the event of any complaint from a member of the public about noise, dust, vibration or lighting, the site manager has a clear understanding of how to respond to complaints received. The procedure should detail how a contact number will be advertised to the public, what will happen once a complaint had been received (i.e. investigation), any monitoring to be carried out, how they intend to update the complainant, and what will happen in the event that the complaint is not resolved. Written records of any complaints received, and actions taken should be kept and details forwarded to the Local Authority every month during construction works by email to the following addresses:

public.protection@york.gov.uk and planning.enforcement@york.gov.uk

Reason: To protect the amenity of the locality.

5 Except in case of emergency or unless prior written agreement has been given by the Local Planning Authority, no demolition or construction works or ancillary operations, including deliveries to and dispatch from the development site which are audible beyond the boundary of the site shall take place on site other than between the following hours:

Monday - Friday 07:30 - 19:00
Saturday 09:00 - 17:00
No work on Sundays and Bank Holidays

City of York Council's Public Protection Team and Planning Enforcement Team shall be notified, via the emails below, at the earliest opportunity of the occurrence of any such emergency or intention to change the hours of operations and the reasons therefor.

Public Protection Team: public.protection@york.gov.uk
Planning Enforcement Team: planning.enforcement@york.gov.uk

Reason: To protect the amenity of the nearby residents from noise

6 Details of the proposed acoustic noise barrier to protect the amenity of residential dwellings along the A1237 shall be submitted to and approved in writing by the Local Planning Authority and shall be installed in accordance with the approved details, prior to the opening of the proposed development or any given phase of the development in accordance with the approved phasing plan. These details shall include the construction method, height, thickness, acoustic properties and the exact position of the barrier. Following installation the barrier shall be retained and maintained in its approved form.

Reason: To protect the amenity of the nearby residents from noise

7 A full Lighting Impact Assessment shall be submitted to the Local authority for approval in writing prior to the installation of any highway lighting. The assessment shall be undertaken by an independent, qualified assessor detailing predicted light levels at neighbouring residential properties including a description of the proposed lighting, a plan showing vertical illuminance levels (Ev) and all buildings within 100 metres of the edge of the site boundary. Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone E3 contained within the Institute of Light Professionals Guidance Notes for the Reduction of Obtrusive Lighting.

Reason: To protect the amenity of the environment and nearby residents.

8 In the event that unexpected land contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and, if remediation is necessary, a remediation strategy must be prepared, which is to be submitted and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation strategy, a verification report must be submitted to and approved by the Local Planning Authority. It is strongly recommended that all reports are prepared by a suitably qualified and competent person.

Reason: To ensure that the site is suitable for its proposed use taking account of ground conditions and any risks arising from land contamination.

9 Within 6 months of any phase of the development (as approved under condition 3) being brought into use, a post completion noise report for that phase shall be submitted to the Local Planning Authority for approval in writing. The post completion report shall:

i) Be carried out by a qualified acoustician in line with the methodology of the

calculation of road traffic noise (CRTN) memorandum (1988) as prescribed in the Design Manual for Roads and Bridges - LA 111: Noise and Vibration (2020);

ii) Monitoring shall be carried out at the noise sensitive receptors identified in document Environmental Statement, volume 2, Figures, chapter 7, Noise and vibration, dated August 2022, that was submitted with the planning application;

iii) The post completion report shall include an assessment of any dwellings where the criteria for eligibility for compensation under the noise insulation regulations (NI) 1975 (as amended 1988) is met;

iv) Identify details of any further noise mitigation measures needed

The submitted post completion report and any mitigation measures shall be approved by the Local Planning Authority within 9 months of that phase of the development being brought into use. The mitigation measures shall be implemented within 6 months of the date of written approval of the post completion report in full accordance with the approved details and thereafter the mitigation measures shall be retained and maintained in accordance with those approved details for the lifetime of the development.

Reason: To protect the amenity of the nearby residents from noise

10 The development shall be carried out in accordance with the submitted Flood Risk Assessment - Re: 104739-PEF-EWE-ZZ-RP-ZZ-0001 Revision P03 Suit S4 (for planning) dated 29th January 2024 and the following mitigation measures it details:

Compensatory storage shall be provided in accordance with Section 7 of the FRA and with the details and drawings in Annex C of the FRA. This is to include the level for level compensatory storage for both Westfield Beck (minimum of 908m3) and the river Foss (minimum of 1331m3). The compensatory storage should be provided in advance of the existing flood storage being lost so that there is no temporary loss of storage:

i) The applicant must also agree a suitable management and maintenance plan with the LPA in writing to ensure that the proposed storage remains available for the lifetime of the development.

The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

11 The development shall be carried out in accordance with the details shown on the submitted Drainage Planning Submission - Re: 104739-PEF-HDG-ZZ-RP-CD-0002 Revision P04 dated 23rd February 2024, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of satisfactory and sustainable drainage

12 No construction works in the relevant area(s) of the site shall commence until measures to protect the public water supply infrastructure that is laid within the site boundary have been submitted to and agreed in writing with LPA. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times.

Reason: In the interest of public health and maintaining the public water supply

13 No archaeological evaluation or ground disturbing works shall take place until a written scheme of investigation (WSI) for archaeological evaluation and provision for the production of a grey literature report has been submitted to and approved by the local planning authority in writing. The WSI should conform to standards set by LPA and the Chartered Institute for Archaeologists.

This condition is imposed in accordance with Section 16 of NPPF. A programme of archaeological evaluation (trenching and geo-archaeological borehole survey) and mitigation (strip, map and record) is required.

Reason: The site lies within an area of archaeological interest. An approved WSI is required for all forthcoming archaeological investigation and mitigation.

14 A programme of post-determination archaeological mitigation, specifically an archaeological strip, map and record exercise is required on parts of this site. The archaeological scheme comprises 2 stages of work. Each stage shall be completed and agreed by the Local Planning Authority before it can be approved.

A) The site investigation and post-investigation assessment shall be completed in accordance with the programme set out in the agreed Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition will be secured. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

B) A copy of a report (and evidence of publication if required) shall be deposited with City of York Historic Environment Record to allow public dissemination of results within 3 months completion or such other period as may be agreed in writing with

the Local Planning Authority.

This condition is imposed in accordance with Section 16 of NPPF.

Reason: The site is considered to be an area of archaeological interest. Therefore, the development may affect important archaeological deposits which must be recorded prior to destruction

15 A programme of post-determination archaeological evaluation (trenching and geo-archaeological borehole survey) is required on parts of this site.
The archaeological scheme comprises 2-4 stages of work. Each stage shall be completed and agreed by the Local Planning Authority (LPA) before it can be approved.

A) The site investigation and post investigation assessment shall be completed in accordance with the programme set out in the approved Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition will be secured. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

B) A copy of a report on the evaluation and an assessment of the impact of the proposed development on any of the archaeological remains identified in the evaluation shall be deposited with City of York Historic Environment Record to allow public dissemination of results within 6 weeks of completion or such other period as may be agreed in writing with the Local Planning Authority.

C) Where archaeological features and deposits are identified proposals for the preservation in-situ, or for the investigation, recording and recovery of archaeological remains and the publishing of findings shall be submitted as an amendment to the original WSI. It should be understood that there shall be presumption in favour of preservation in-situ wherever feasible.

D) No development shall take place until:

- details in C have been approved and implemented on site
- provision has been made for analysis, dissemination of results and archive deposition has been secured
- a copy of a report on the archaeological works detailed in Part D should be deposited with City of York Historic Environment Record within 3 months of completion or such other period as may be agreed in writing with the Local Planning Authority.

This condition is imposed in accordance with Section 16 of NPPF.

Reason: The site lies within an area of archaeological interest. An investigation is required to identify the presence and significance of archaeological features and deposits and ensure that archaeological features and deposits are either recorded or, if of national importance, preserved in-situ.

16 No development shall take place (including enabling works, ground works and vegetation removal) until a site wide construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. All works shall be carried out in accordance with the approved CEMP: Biodiversity.

The CEMP shall include (but not be limited to) the following:
a) Risk assessment of potentially damaging construction activities, including the construction of the new road crossing the River Foss.
b) Identification of 'biodiversity protection zones.
c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction.
d) Details of how the site will be remediated and built without affecting surrounding habitats.
e) Use of directional/sensitive lighting during construction, to limit light spill on to the River Foss and foraging and commuting bat routes.
f) The location and timing of sensitive works to avoid harm to biodiversity features.
g) Programme of pre-commencement checking surveys, including nesting birds, Otter and Water vole, Badger, and up-dating aerial tree inspections for bats.
h) Measures to protect common amphibians, reptiles, and nesting birds.
Measures should also include protection for badgers and hedgehogs who may access the site for foraging and commuting purposes, including but not limited to, precautionary working methods to prevent accidental harm or injury to badgers, removal of tree or shrub cuttings from the site, the covering of trenches and capping of any open pipes.
i) Details of pollution prevention measures required to reduce sediment and other pollutants impacting Clifton Ings and Rawcliffe Meadows SSSI, via connecting water courses.
j) Details of biosecurity measures to manage and/or remove invasive, nonnative plant species.
k) Responsible persons and lines of communication.
l) The roles and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
m) Use of protective fences, exclusion barriers and warning signs.

Reason: To facilitate the protection of notable/sensitive ecological features and habitats on the application site and within the local area. The protection of designated sites in line with Policy GI2 in the Publication Draft Local Plan (2018).

17 Construction works, including ground clearance and enabling works, shall not in any circumstances commence unless the local planning authority has been provided with either:

a) a licence issued by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2017 (as amended), authorising the specified activity/development to go ahead; or
b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence; or
c) confirmation that the site is registered on a Low Impact Class Licence issued by Natural England; or
d) a countersigned IACPC certificate issued by Natural England is provided, stating the site is eligible for District Level Licencing.

Reason: To ensure Great crested newts and their habitat are protected during the proposed works. Great crested newts and their habitat are protected by the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended).

18 A detailed landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The development shall be carried out in accordace with the approved LEMP. The LEMP shall include, but not be limited to the following:

a) Description and evaluation of features to be managed, including all newly created habitat.
b) Ecological trends and constraints on site that might influence management.
c) Aims and objectives of management.
d) Appropriate management options for achieving aims and objectives.
e) Prescriptions for management actions, including reinstatement/enhancement of work areas, haulage/access roads and site compounds.
f) Preparation of a work schedule (including an annual work plan capable of being rolled forward for a minimum of a 30-year period).
g) Details of the body or organisation responsible for implementation of the plan.
h) Ongoing monitoring and remedial measures.
i) Establish BNG monitoring and reporting programme - to be submitted to the LPA. As a minimum, the monitoring programme should include:

- Confirmation of the number of units based on a survey carried out at an appropriate time of year, and how this compares to the target units.
- Where target conditions for habitats/units are not yet met, provide an assessment of time to target condition for each habitat and any changes to management that are required.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed, and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To ensure wildlife mitigation, compensation and enhancement measures are managed and maintained appropriately. To take account of and enhance the biodiversity and wildlife interest of the area, and to be in accordance with Paragraph 180 d) of the NPPF.

19 No development in the relevant phase of the Phasing Plan shall commence until a detailed method statement and construction drawings, identifying the programming and management of site clearance/preparatory and construction works have been submitted to and agreed in writing by the local planning authority. If necessary, contingency plans should be put in place to make the works safe in the event of forecast flooding. The development shall be carried out in accordance with the approved method statement and construction drawings. The aforementioned method statement and construction drawings should include at least the following:
- measures to prevent the egress of mud and other detritus onto the adjacent public highway;
- a dilapidation survey jointly undertaken with the local highway authority;
- the routing for construction traffic that will be promoted;
- a scheme for signing the promoted construction traffic routing;
- where contractors will park; and
- where materials will be stored within the site.

The development shall be carried out in accordance with the approved method statement and construction drawings.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of the existing highway network.

20 Notwithstanding the information submitted a four-stage road safety audit carried out in line with advice set out in GG119 Road safety audit (formerly HD 19/15) Revision 2, and guidance issued by the council, will be required for the extent of the scheme as shown indicatively on Dwg. No. 104739-PEF-GEN-ZZ-DG-CH-01000 P01 General Arrangement Sheet Location Plan. Reports for Stages 1 and 2 must be submitted to and agreed in writing by the LPA prior to works commencing on that phase. The Stage 3 report must be submitted to and agreed in writing by the LPA prior to that phase being brought into use. A Stage 4 report shall be submitted to and agreed in writing by the LPA no later than 18 months following the opening of the last phase of the scheme where road traffic collisions have been recorded in the

vicinity of the highway scheme over the 12-month period following the opening of the last phase of the scheme.

Reason: To minimise the road safety risks associated with the changes imposed by the development.

21 Before the commencement of development a finalised and detailed Arboricultural Method Statement which includes a scheme of arboricultural supervision regarding protection measures for existing trees within and adjacent to the application site shown to be retained on the approved drawings, shall be submitted to and approved in writing by the Local Planning Authority. Amongst other information, Arboricultural Method Statement shall include details and locations of protective fencing, ground protection, a schedule of tree works if applicable, site rules and prohibitions, phasing of protection measures, site access during demolition/construction, types of construction machinery/vehicles to be used (including delivery and collection lorries and arrangements for loading/off-loading), specialist construction techniques where applicable, parking arrangements for site vehicles, locations for stored materials, and means of moving materials around the site, locations and means of installing utilities, location of site compound. The Arboricultural Method Statement shall also include methodology and construction details and existing and proposed levels where a change in surface material where development is proposed within the root protection area of existing trees. A copy of the approved Arboricultural Method Statement will be available for reference and inspection on site at all times.

The development shall be carried out in accordance with the approved Arboricultural Method Statement.

Reason: To ensure every effort and reasonable duty of care is exercised during the development process in the interests of protecting the existing trees shown to be retained which are considered to make a significant contribution to the public amenity and/or the amenity and setting of the development.

22 Notwithstanding the information submitted within the Landscape Masterplans prior to the development or any phase of the development coming into first use a detailed landscaping strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details and plans of the proposed planting. The approved scheme shall be implemented no later than the first planting season after the completion of the relevant phase and shall be maintained for the lifetime of the development. Any trees or plants which die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless alternatives are agreed in writing by the Local Planning Authority.

Reason: So that the Local Planning Authority may be satisfied with the variety,

suitability and disposition of species within the site and to ensure that the landscaping scheme is afforded opportunity to thrive in the interests of mitigating the visual impacts of development.

23 No later than 12 months following the completion of the development. All areas within the development site used for the purposes of site compounds/work areas, the storage of materials, plant, machinery and any other operational equipment during the construction of the development shall be cleared and reinstated to their original pre-development state unless otherwise first agreed with the Local Planning Authority or in the approved Landscape Masterplan.

Reason: To protect the visual amenity of the landscape and wider built environment.

24 A strip of land 9 metres wide adjacent to the top of the embankment of the watercourses known as the River Foss, Westfield Beck and Sow Dyke (which are maintained by Foss (2008) Internal Drainage Board under the Land Drainage Act 1991) shall be kept clear of all new structures, walls, fencing and planting unless agreed otherwise in writing with Foss (2008) Internal Drainage Board.
Access arrangements to the watercourses shall be made available in accordance with the below drawings, unless agreed otherwise in writing with the LPA:

IDB Access Strategy - Sheet 1 - Westfield Beck Area - 104739-PEF-HGN-ZZ-SK-CH-006601 - Revision P02
IDB Access Strategy - Sheet 2 - River Foss Area - 104739-PEF-HGN-ZZ-SK-CH-006602 - Revision P01
IDB Access Strategy - Sheet 3 - 104739-PEF-HGN-ZZ-SK-CH-006603 - Revision P01

REASON: To maintain access to the watercourse for maintenance or improvements.

8.0 INFORMATIVES:
Notes to Applicant

1. INFORMATIVE:
You are advised that this proposal may have an effect on Statutory Undertakers equipment. You must contact all the utilities to ascertain the location of the equipment and any requirements they might have prior to works commencing.
2. Surface Water Drainage:

The applicant should be advised that the York Consortium of Drainage Boards and the Kyle and Upper Ouse Internal Drainage Boards prior consent is required (outside and as well as planning permission) for any development including fences or planting within 9.00m of the bank top of any watercourse within or forming the boundary of the site. Any proposals to culvert, bridge, fill in or make a discharge

(either directly or indirectly) to the watercourse will also require the Board's prior consent.

3. Environmental permit - advice to applicant

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the riverbank, culvert or flood defence

Structure (16 metres if it's a tidal main river) and you don't already have planning permission For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact the Environment Agency's National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with the Environment Agency at the earliest opportunity.

4. Informative - Water voles: The applicant is reminded that Water voles are protected under the Wildlife and Countryside Act 1981. It is an offence to intentionally:

- kill, injure or take them;
- possess or control them (alive or dead);
- It is also an offence to intentionally or recklessly:
- damage or destroy a structure or place used for shelter or protection;
- disturb them in a place used for shelter or protection;
- obstruct access to a place used for shelter or protection;

5. STATEMENT OF THE COUNCIL`S POSITIVE AND PROACTIVE APPROACH

In considering the application, the Local Planning Authority has implemented the requirements set out within the National Planning Policy Framework (paragraph 38) in seeking solutions to problems identified during the processing of the application. The Local Planning Authority took the following steps in order to achieve a positive outcome:

Clarification and amendments to the design of the scheme were sought following consultee feedback.

Contact details:
Case Officer: Mark Baldry
Tel No: 01904 552877

22/02020/FULM

A1237 York Outer Ring Road, A19 to Little Hopgrove Roundabouts

Organisation	City of York Council
Department	Directorate of Place
Comments	Site Location Plan
Date	11 March 2024
SLA Number	Not Set

This page is intentionally left blank

Planning Committee A

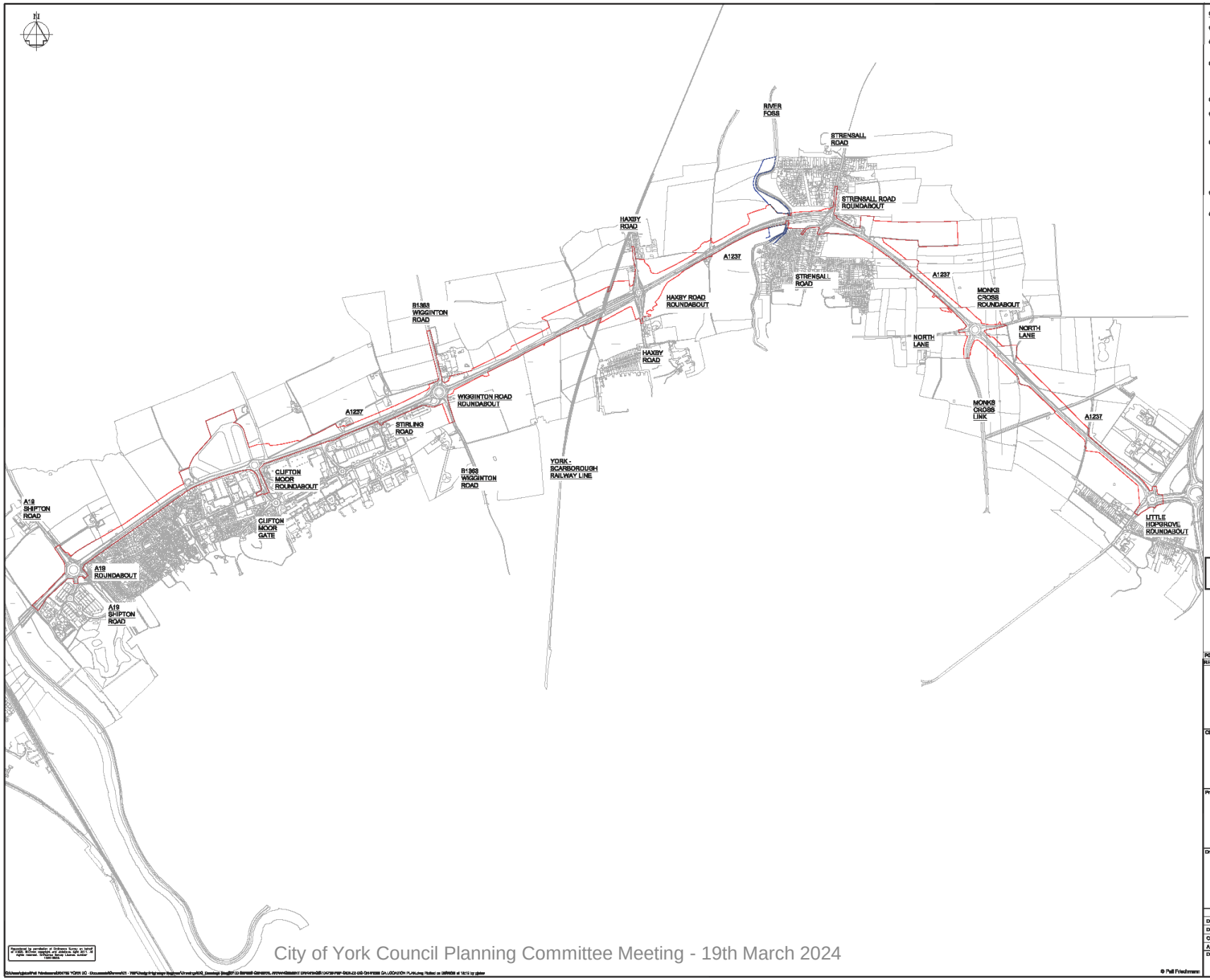
To be held on 19th March 2024

22/02020/FULM – A1237 York Outer Ring Road, A19 Roundabout up to and including Little Hopgrove Roundabout, York

Improvements to the A1237 York Outer Ring Road including dualling of existing carriageway, improvements to roundabouts, provision of 5.1km shared use cycle and pedestrian route, signalised crossing facilities for active travel users, 2no. overbridges and no.6 underpasses for pedestrians and cyclists with ancillary development including sustainable drainage measures, flood compensatory storage areas, woodland planting/landscaping, habitat creation, noise barriers, revised field accesses, associated infrastructure and earthworks

CITY OF YORK COUNCIL

Site Location Plan (Whole Extent)



GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN MILLIMETRES - (mm).ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

G7. ALL INFORMATION CONTAINED IN THIS DOCUMENT IS COPYRIGHT ©

G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

KEY

SITE BOUNDARY

CYC LAND OWNERSHIP

FOR INFORMATION

REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	FIRST ISSUE	PJ	AW	AW	22.09.22

Pell Frischmann
G37B Trinity Walk, Market Walk, Wakefield WF1 1QR
Telephone +44 (0) 1924 368 148
Email: pfwakefield@pellfrischmann.com
www.pellfrischmann.com

Client: CITY OF YORK COUNCIL

Project: A1237 YORK OUTER RING ROAD DUALLING A19 TO LITTLE HOPGROVE

Drawing Title: LOCATION PLAN FULL SCHEME

	Name	Date	Drawing Status
Drawn	PJ	22.09.22	FOR INFORMATION
Designed	PJ	22.09.22	
Checked	LB	22.09.22	Scale (at A1) 1:10000
Approved	AW	22.09.22	Status Code S1

Drawing No. 104739-PEF-GEN-ZZ-DG-CH-01022 | Revision P01

© Pell Frischmann

CITY OF YORK COUNCIL

Site Location Plan (Extract)

A1237/A19 Junction
(Google Earth)

A1237/Clifton Moor Gate Junction
(Google Earth)

CITY OF YORK COUNCIL

A1237/Wigginton Road Junction (Google Earth)

CITY OF YORK COUNCIL

A1237/Haxby Road Junction
(Google Earth)

CITY OF YORK COUNCIL

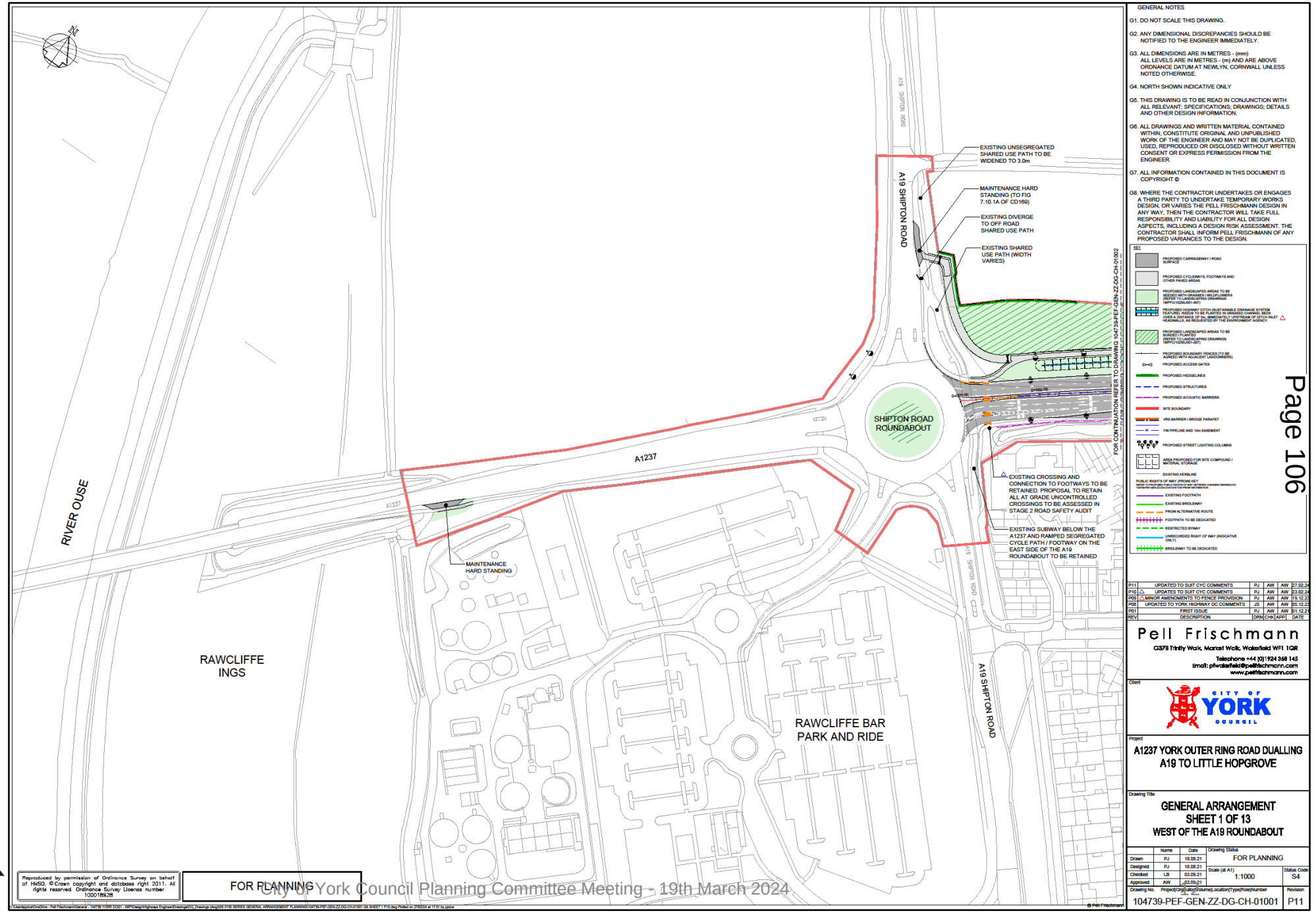
A1237/Strensall Road Junction (Google Earth)

A1237/North Lane/Monks Cross Link Junction
(Google Earth)

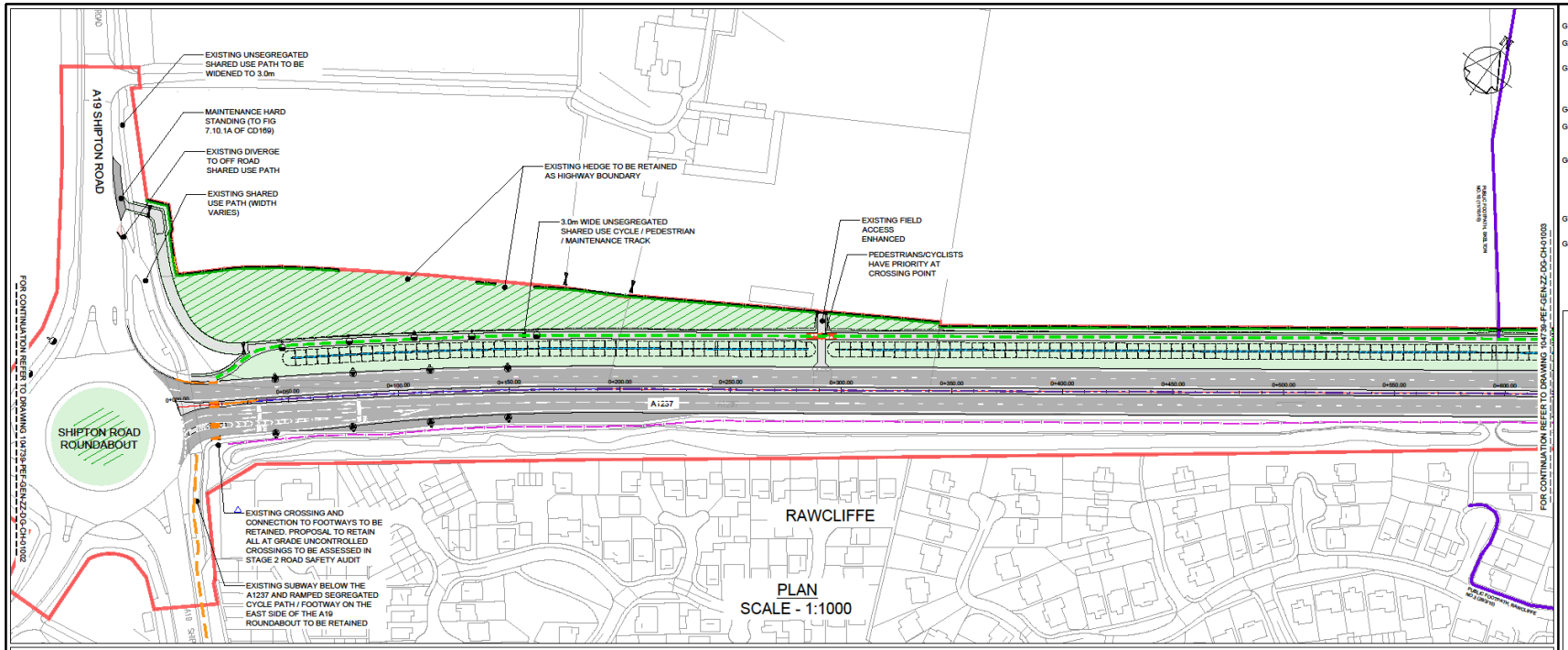
CITY OF YORK COUNCIL

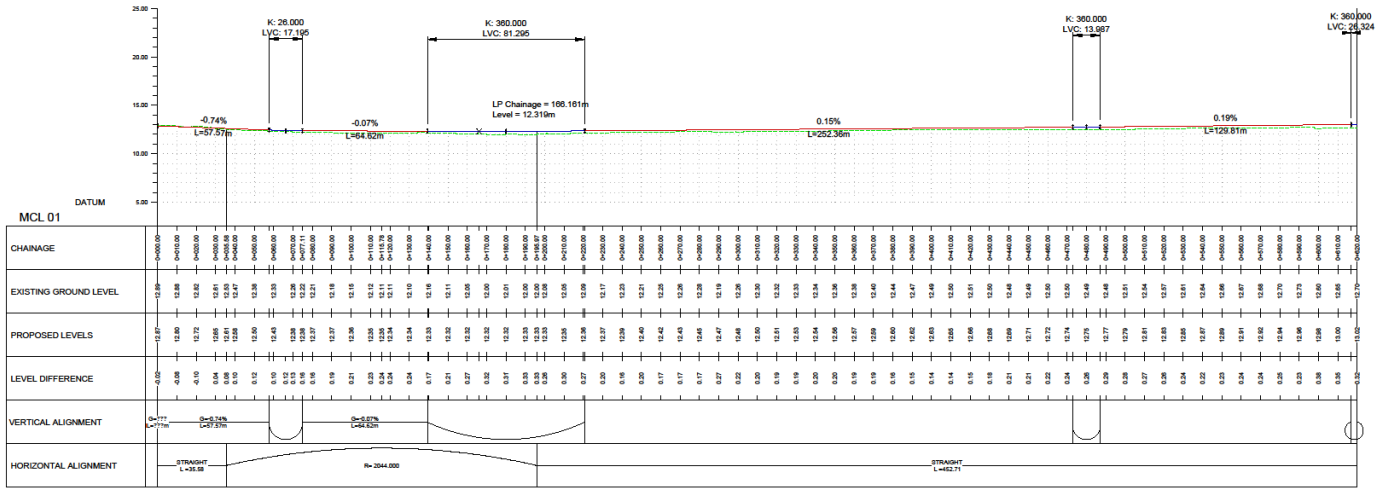
A1237/Malton Road/Little Hopgrove Junction
(Google Earth)

General Arrangement Sheet 1 – A19 Junction and Land West of A19 Junction



General Arrangement Sheet 2 – A19 Junction and Land East of A19 Junction





LONG SECTION
SCALE - 1:1250

GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN METRES - (mm) ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

G7. ALL INFORMATION CONTAINED IN THIS DOCUMENT IS COPYRIGHT ©

G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

KEY

- PROPOSED CARRIAGEWAY / ROAD SURFACE
- PROPOSED CYCLEWAYS, FOOTWAYS AND OTHER PAVED AREAS
- PROPOSED LANDSCAPED AREAS TO BE SEEDED WITH GRASS/WILDFLOWERS (REFER TO LANDSCAPING DRAWINGS 19/PFC/1225/L/001-007)
- PROPOSED HIGHWAY DITCH (SUSTAINABLE DRAINAGE SYSTEM FEATURE). NEEDS TO BE PLANTED IN GRASSED CHANNEL BEDS OVER A DISTANCE OF 5m, IMMEDIATELY UPSTREAM OF DITCH INLET HEADWALLS, AS REQUESTED BY THE ENVIRONMENT AGENCY.
- PROPOSED LANDSCAPED AREAS TO BE SEEDED / PLANTED (REFER TO LANDSCAPING DRAWINGS 19/PFC/1225/L/001-007)
- PROPOSED BOUNDARY FENCES (TO BE AGREED WITH ADJACENT LANDOWNERS)
- PROPOSED ACCESS GATES
- PROPOSED HEDGELINES
- PROPOSED STRUCTURES
- PROPOSED ACOUSTIC BARRIERS
- SITE BOUNDARY
- VRS BARRIER / BRIDGE PARAPET
- YW PIPELINE AND 10m EASEMENT
- PROPOSED STREET LIGHTING COLUMNS
- AREA PROPOSED FOR SITE COMPOUND / MATERIAL STORAGE
- EXISTING KERBLINE

PUBLIC RIGHTS OF WAY (PROW) KEY

- EXISTING FOOTPATH
- EXISTING BRIDLEWAY
- PROW ALTERNATIVE ROUTE
- FOOTPATH TO BE DEDICATED
- RESTRICTED BYWAY
- UNRECORDED RIGHT OF WAY (INDICATIVE ONLY)
- BRIDLEWAY TO BE DEDICATED

REV	DESCRIPTION	DRN	CHK	APP	DATE
P11	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	27.02.24
P10 △	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	23.02.24
P09 △	MINOR AMENDMENTS TO FENCE PROVISION	PJ	AW	AW	15.12.23
P08	UPDATED TO YORK HIGHWAY DC COMMENTS	JS	AW	AW	05.12.23
P01	FIRST ISSUE	PJ	AW	AW	01.12.23

Pell Frischmann
G378 Trinity Walk, Market Walk, Wakefield WF1 1QR
Telephone +44 (0) 1924 368 146
Email: pfwakefield@pellfrischmann.com
www.pellfrischmann.com

Client: CITY OF YORK COUNCIL

Project: A1237 YORK OUTER RING ROAD DUALLING
A19 TO LITTLE HOPGROVE

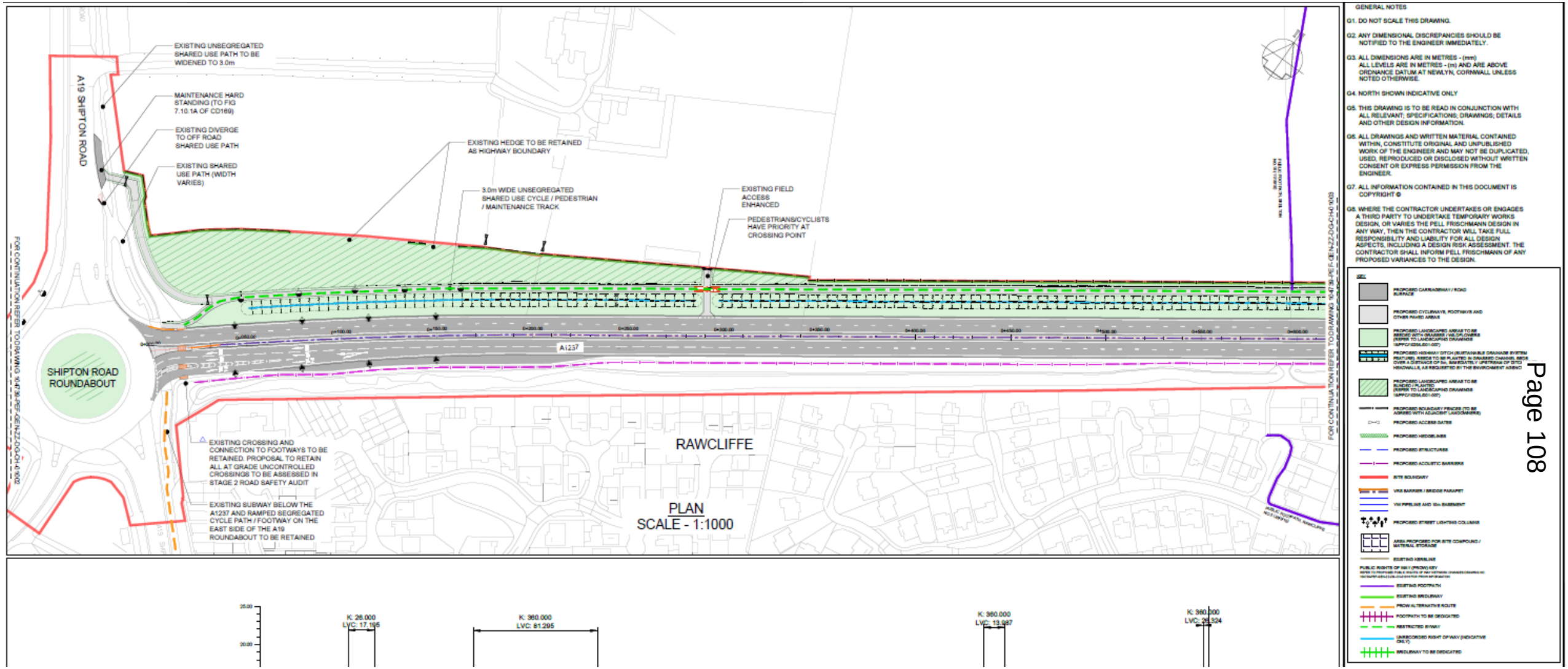
Drawing Title: GENERAL ARRANGEMENT
SHEET 2 OF 13
CHAINAGE 0.00 - 620.00

	Name	Date
Drawn	PJ	03.09.21
Designed	PJ	03.09.21
Checked	LB	03.09.21
Approved	AW	03.09.21

Drawing Status: FOR PLANNING
Scale (at A1): AS SHOWN
Status Code: S4
Drawing No. Project|Originator|Volume|Location|Type|Role|Number: 104739-PEF-GEN-ZZ-DG-CH-01002
Revision: P11

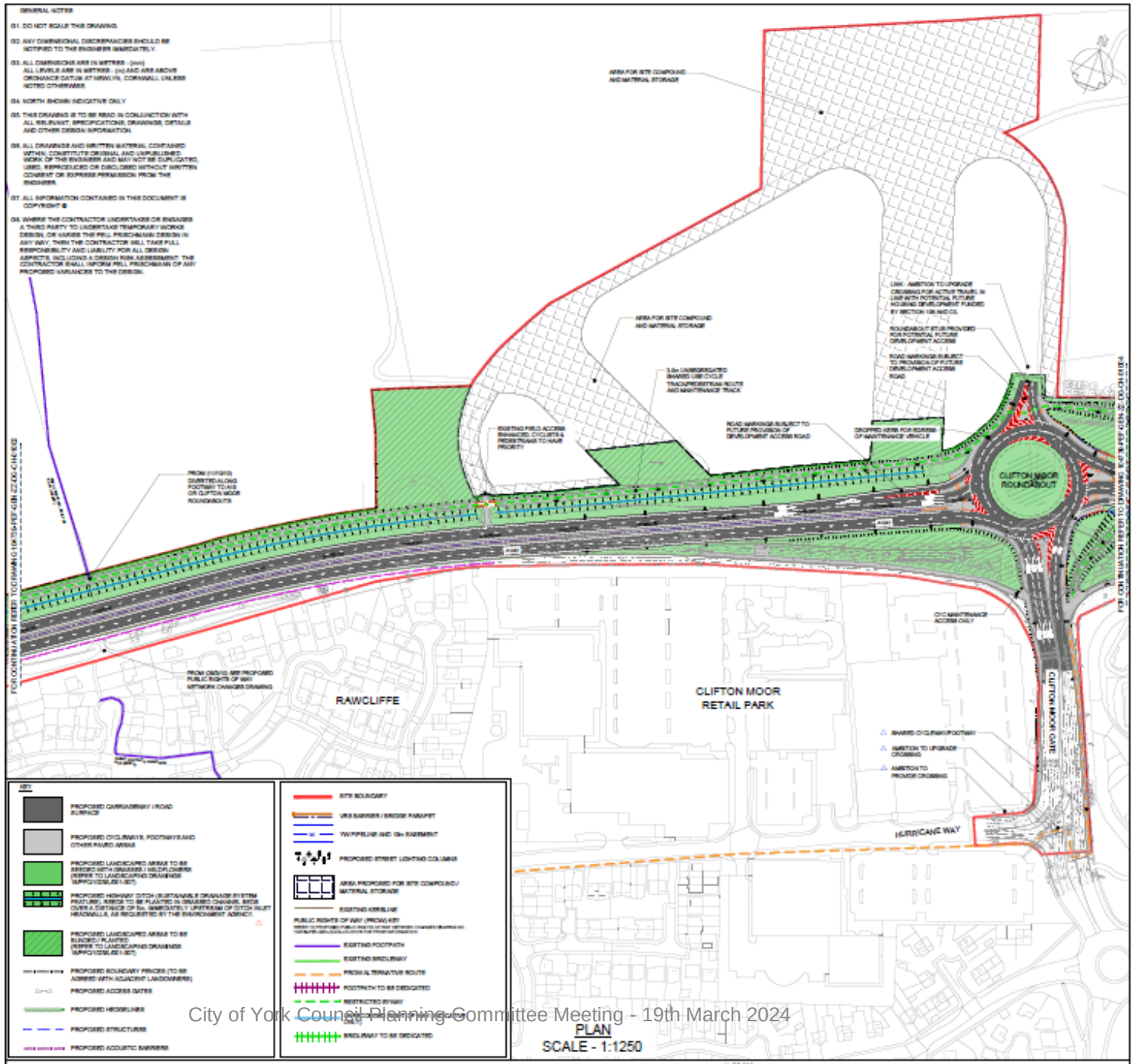
FOR PLANNING

CITY OF YORK COUNCIL

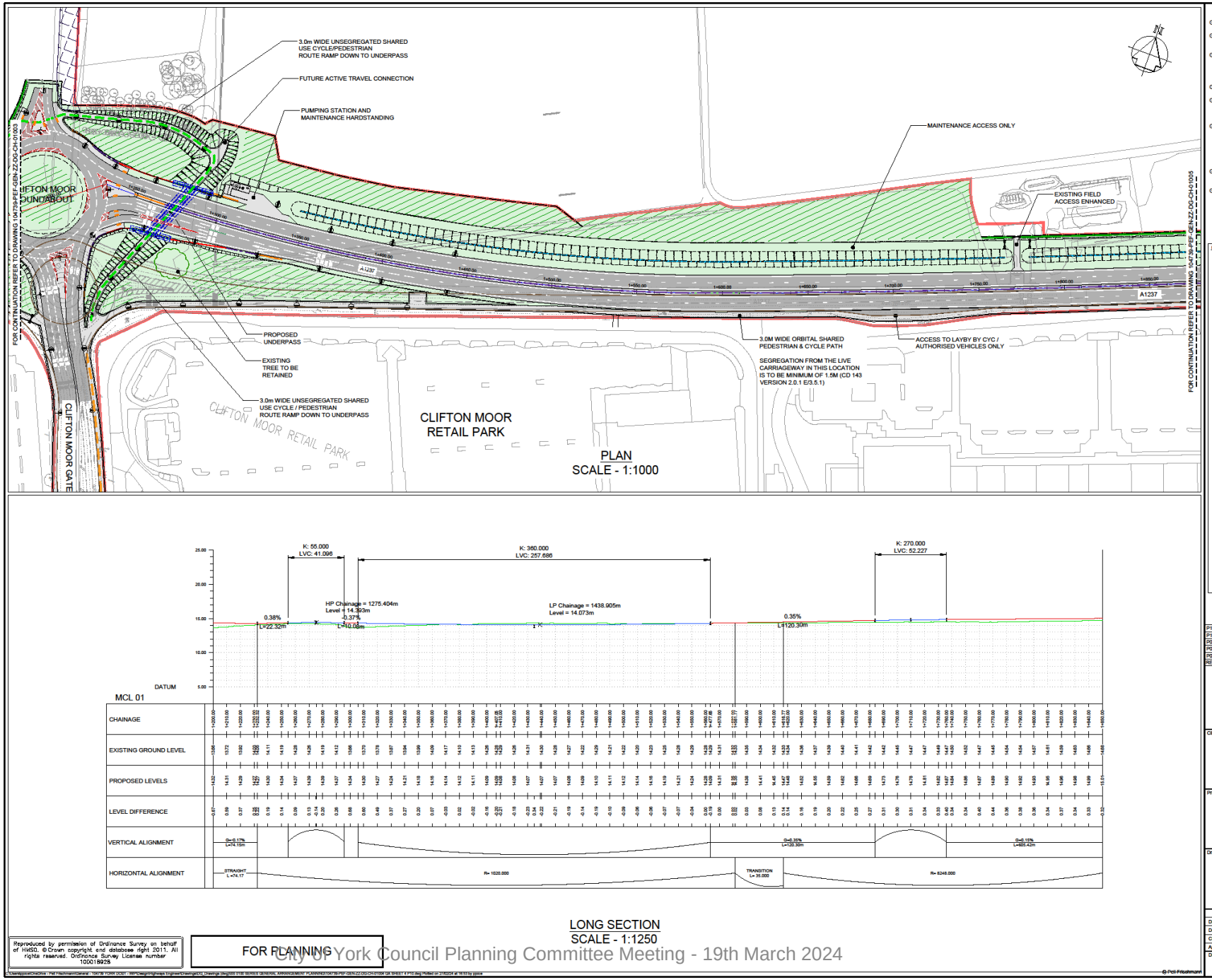


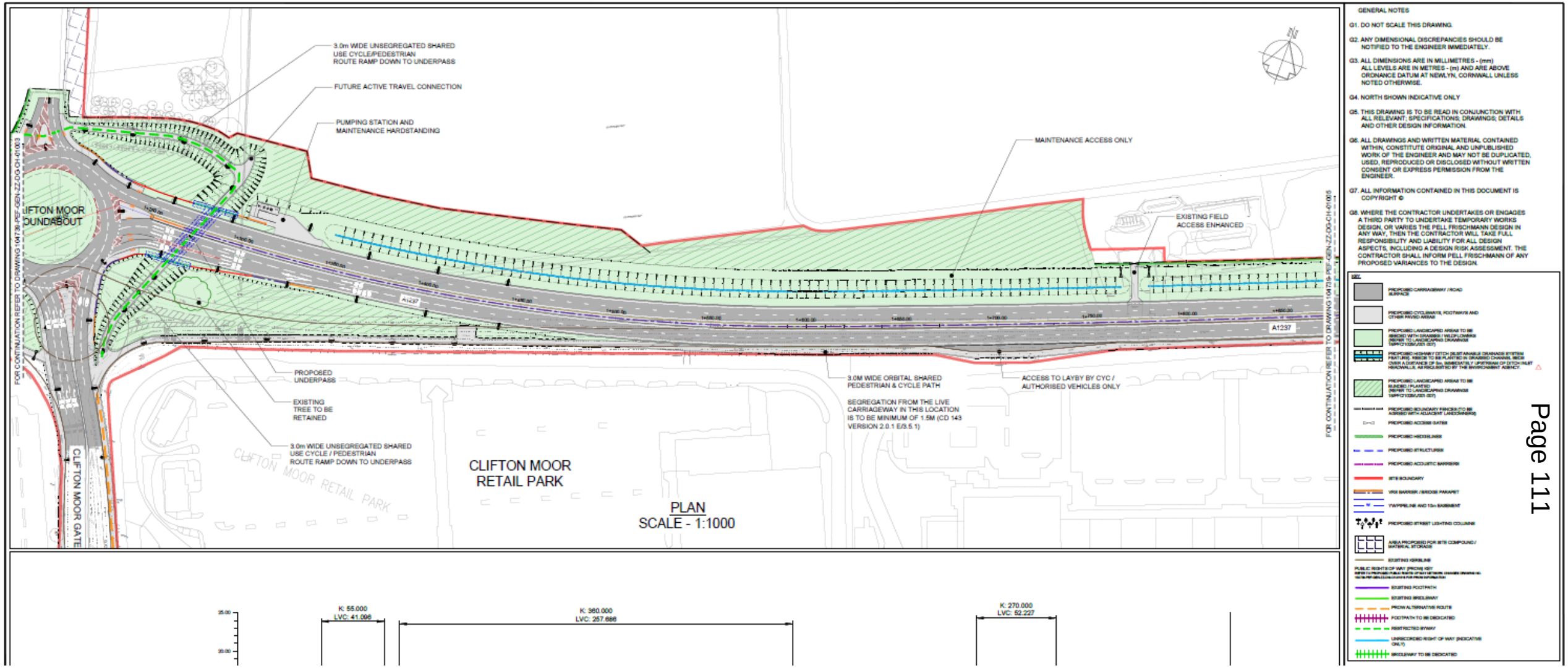
General Arrangement Sheet 2 (Extract) – A19 Junction and Land East of A19 Junction

General Arrangement Sheet 3 (Extract) – Land West of Clifton Moor Gate Junction



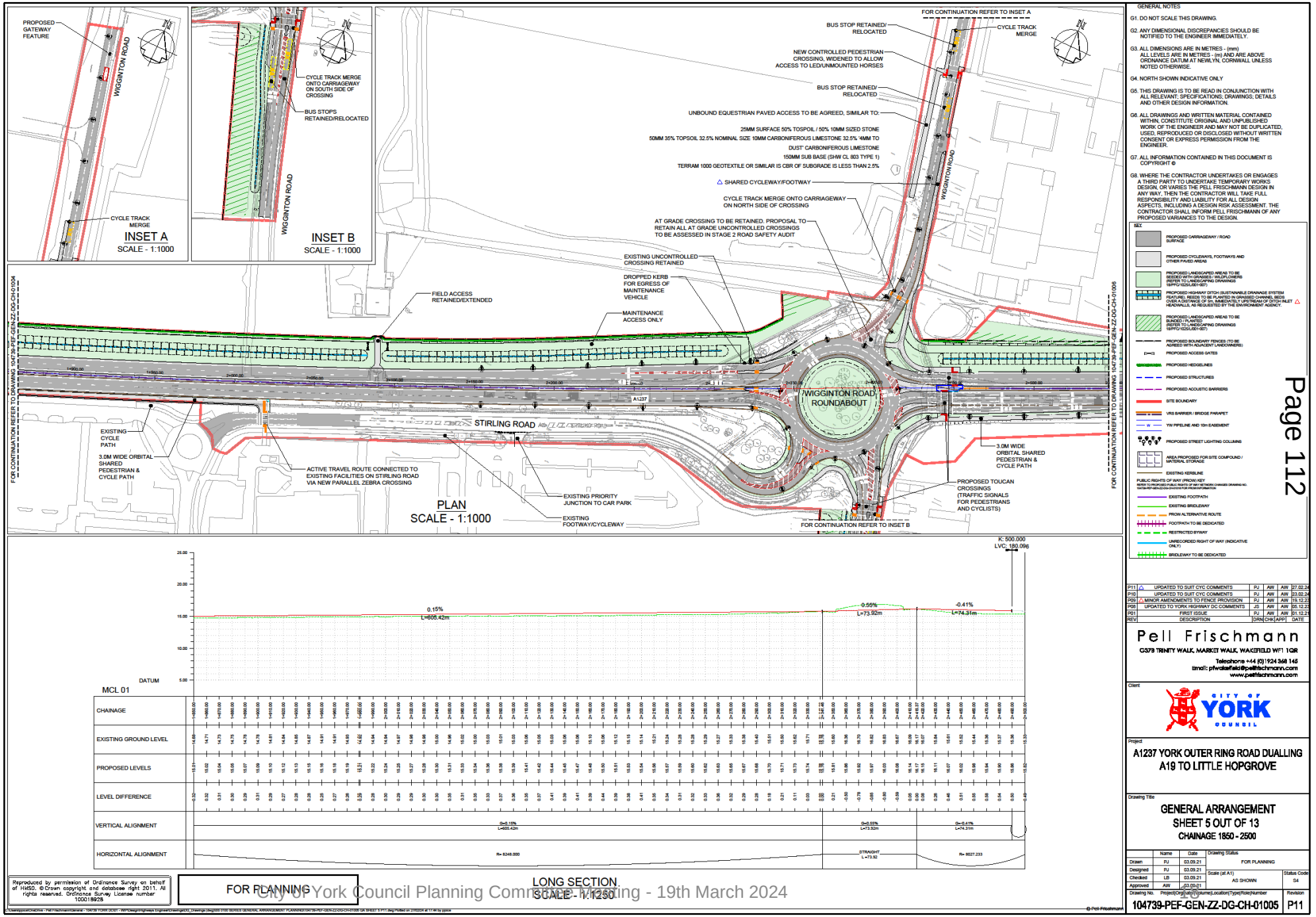
General Arrangement Sheet 4 – Clifton Moor Gate and Land East of Clifton Moor Gate

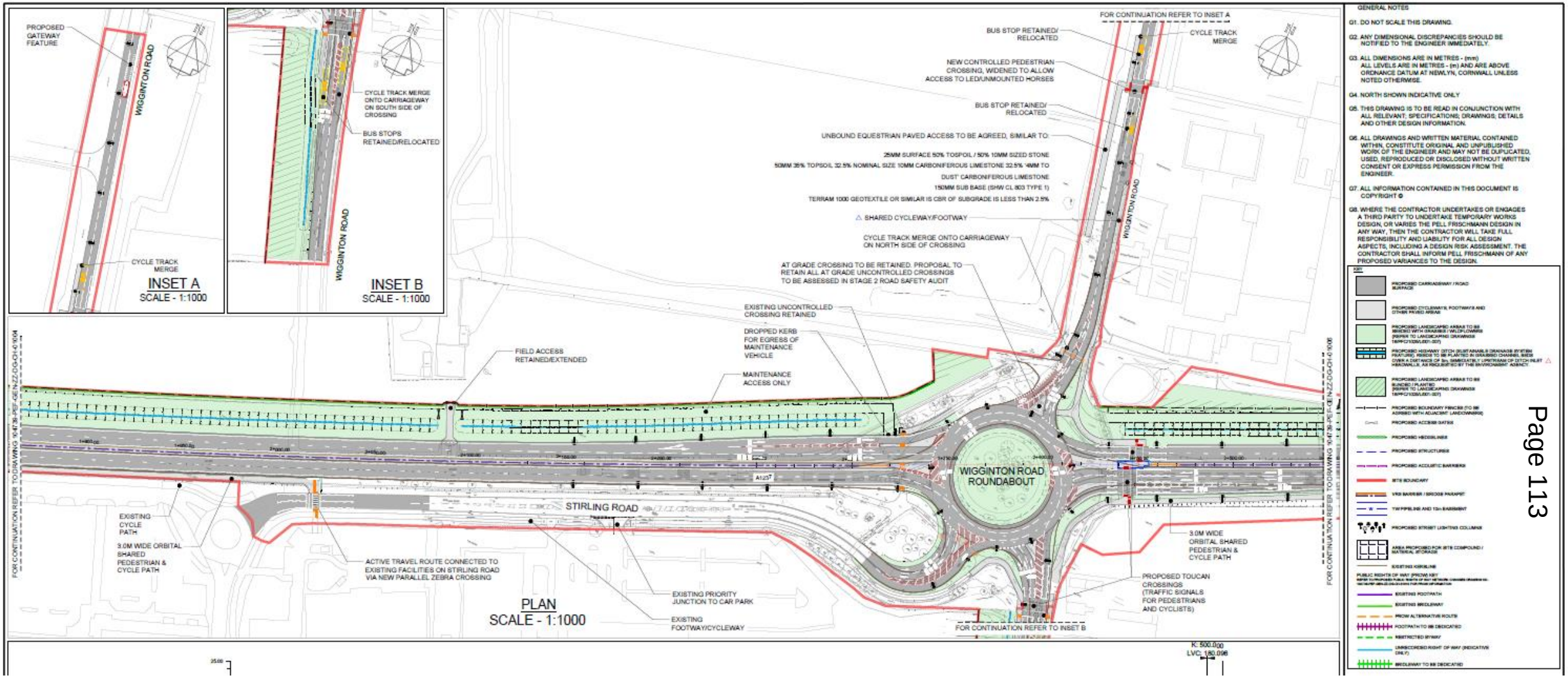




General Arrangement Sheet 4 (Extract) – Clifton Moor Gate and Land East of Clifton Moor Gate

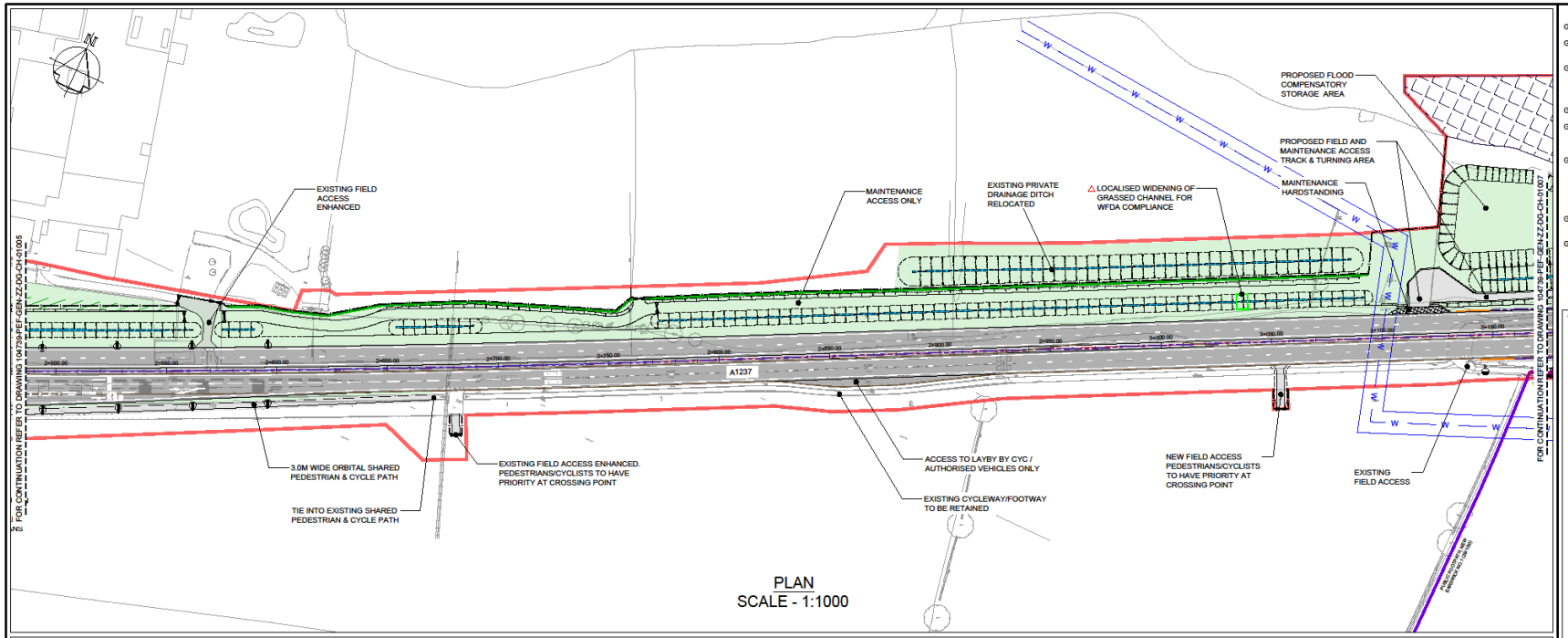
General Arrangement Sheet 5 – Wigginton Road Junction and Land West of Wigginton Road Junction



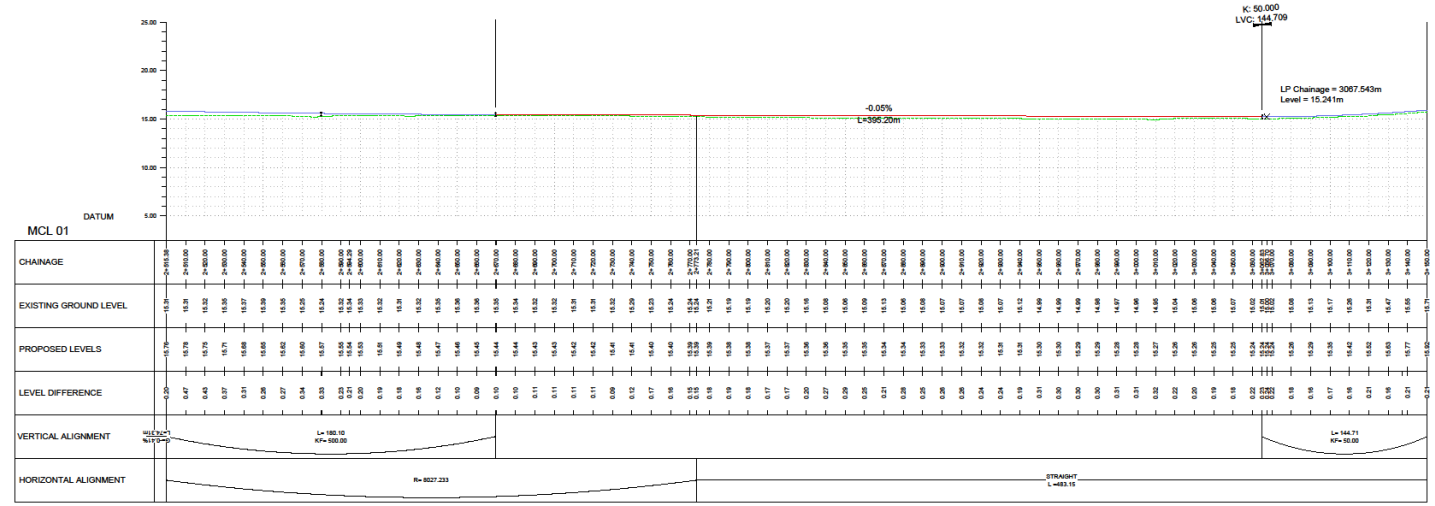


General Arrangement Sheet 5 (Extract) – Wigginton Road Junction and Land West of Wigginton Road Junction

General Arrangement Sheet 6 – Land East of Wigginton Road and West of Haxby Road Junctions



PLAN
SCALE - 1:1000



LONG SECTION
SCALE - 1:1250

GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN METRES - (mm) ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

G7. ALL INFORMATION CONTAINED IN THIS DOCUMENT IS COPYRIGHT ©

G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

KEY

- PROPOSED CARRIAGEWAY / ROAD SURFACE
- PROPOSED CYCLEWAYS, FOOTWAYS AND OTHER PAVED AREAS
- PROPOSED LANDSCAPED AREAS TO BE SEEDED WITH GRASSES / WILDFLOWERS (REFER TO LANDSCAPING DRAWINGS 19/PO1/DDSL/001~007)
- PROPOSED HIGHWAY DITCH (SUSTAINABLE DRAINAGE SYSTEM FEATURE), NEEDS TO BE PLANTED IN GRASSED CHANNEL MIX OVER A DISTANCE OF 5m, IMMEDIATELY UPSTREAM OF DITCH INLET HEADWALLS, AS REQUESTED BY THE ENVIRONMENT AGENCY.
- PROPOSED LANDSCAPED AREAS TO BE BUNDED / PLANTED (REFER TO LANDSCAPING DRAWINGS 19/PO1/DDSL/001~007)
- PROPOSED BOUNDARY FENCES (TO BE AGREED WITH ADJACENT LANDOWNERS)
- PROPOSED ACCESS GATES
- PROPOSED HEDGELINES
- PROPOSED STRUCTURES
- PROPOSED ACOUSTIC BARRIERS
- SITE BOUNDARY
- VRI BARRIER / BRIDGE PARAPET
- YW PIPELINE AND 10m EASEMENT
- PROPOSED STREET LIGHTING COLUMNS
- AREA PROPOSED FOR SITE COMPOUND / MATERIAL STORAGE
- EXISTING KERBLINE

PUBLIC RIGHTS OF WAY (PROW) KEY

- EXISTING FOOTPATH
- EXISTING BRIDLEWAY
- PROW ALTERNATIVE ROUTE
- FOOTPATH TO BE DEDICATED
- RESTRICTED BYWAY
- UNRECORDED RIGHT OF WAY (INDICATIVE ONLY)
- BRIDLEWAY TO BE DEDICATED

REV	DESCRIPTION	DRN	CHK	APP	DATE
P11	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	27.02.24
P10	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	23.02.24
P09	MINOR AMENDMENTS TO FENCE PROVISION	PJ	AW	AW	19.12.23
P08	UPDATED TO YORK HIGHWAY DC COMMENTS	JS	AW	AW	05.12.23
P01	FIRST ISSUE	PJ	AW	AW	01.12.23

Pell Frischmann
G3/3 TRINITY WALK, MARKET WALK, WAKEFIELD WF1 1QR
Telephone +44 (0)1924 368 145
Email: pfwakefield@pellfrischmann.com
www.pellfrischmann.com

Client: CITY OF YORK COUNCIL

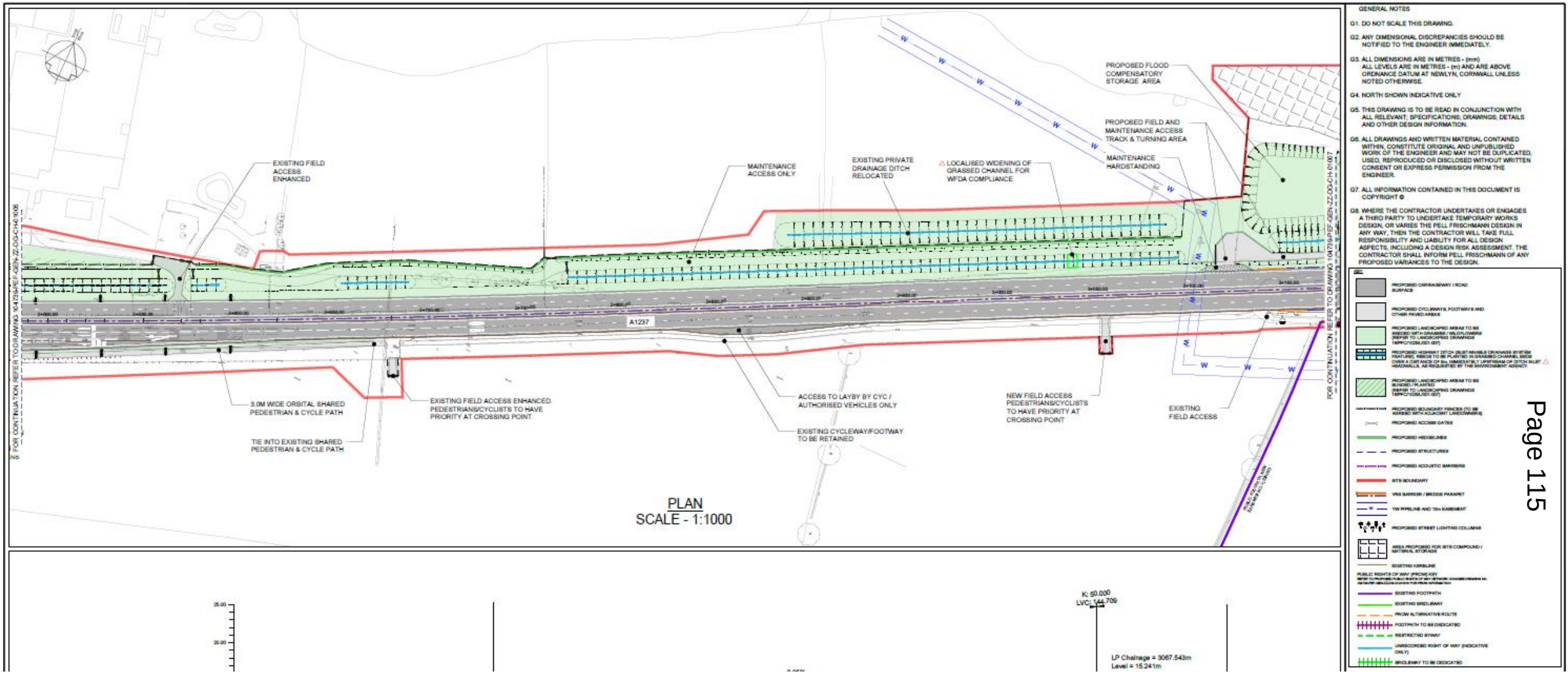
Project: A1237 YORK OUTER RING ROAD DUALLING A19 TO LITTLE HOPGROVE

Drawing Title: GENERAL ARRANGEMENT SHEET 6 OF 13 CHAINAGE 2500 - 3150

	Name	Date	Drawing Status
Drawn	PJ	03.09.21	FOR PLANNING
Designed	PJ	03.09.21	
Checked	LB	03.09.21	Scale (at A1) AS SHOWN
Approved	AW	03.09.21	Status Code S4

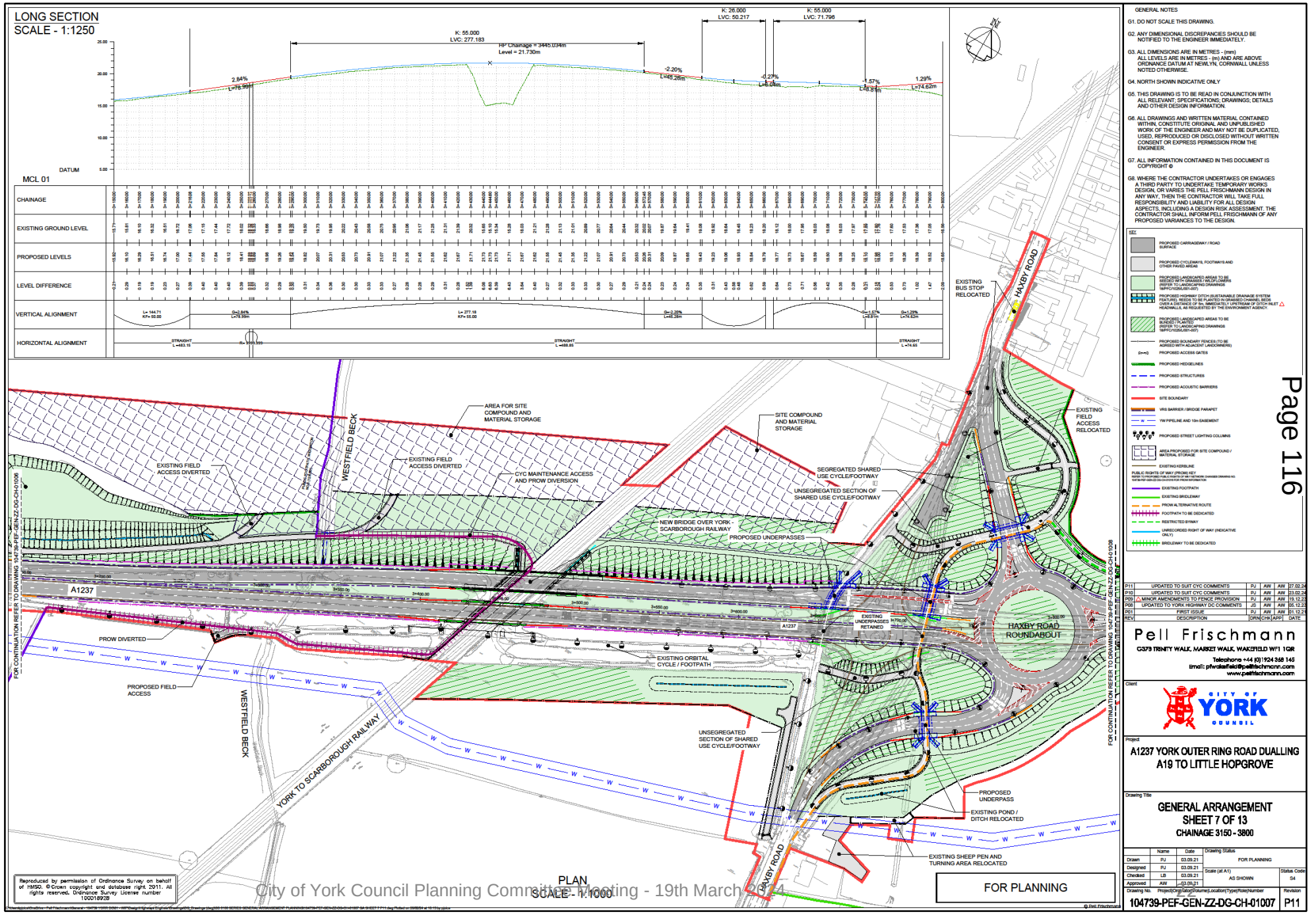
Drawing No. Project|Originator|Volume|Location|Type|Role|Number: 104739-PEF-GEN-ZZ-DG-CH-01006 | Revision: P11

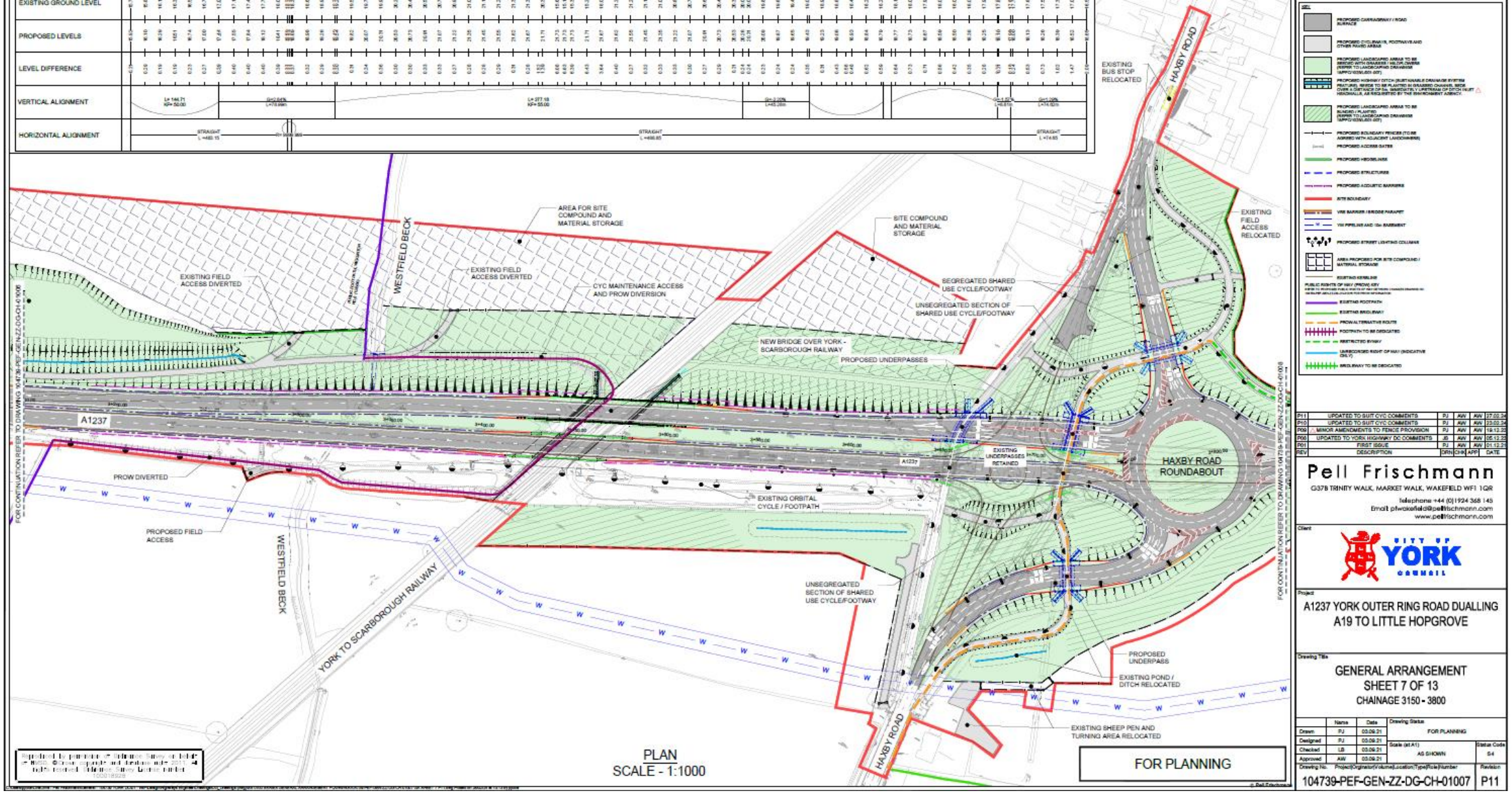
FOR PLANNING



General Arrangement Sheet 6 (Extract) – Land East of Wigginton Road and West of Haxby Road Junctions

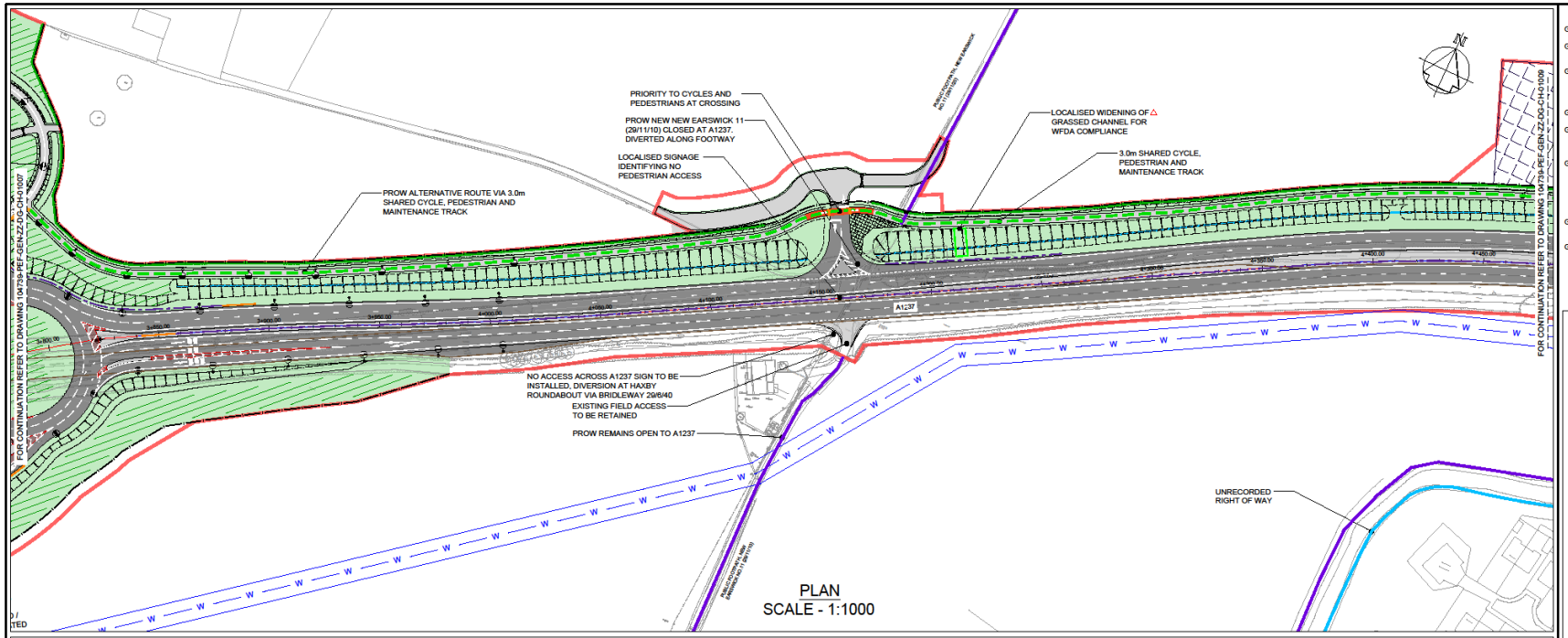
General Arrangement Sheet 7 – Land West of Haxby Road Junction

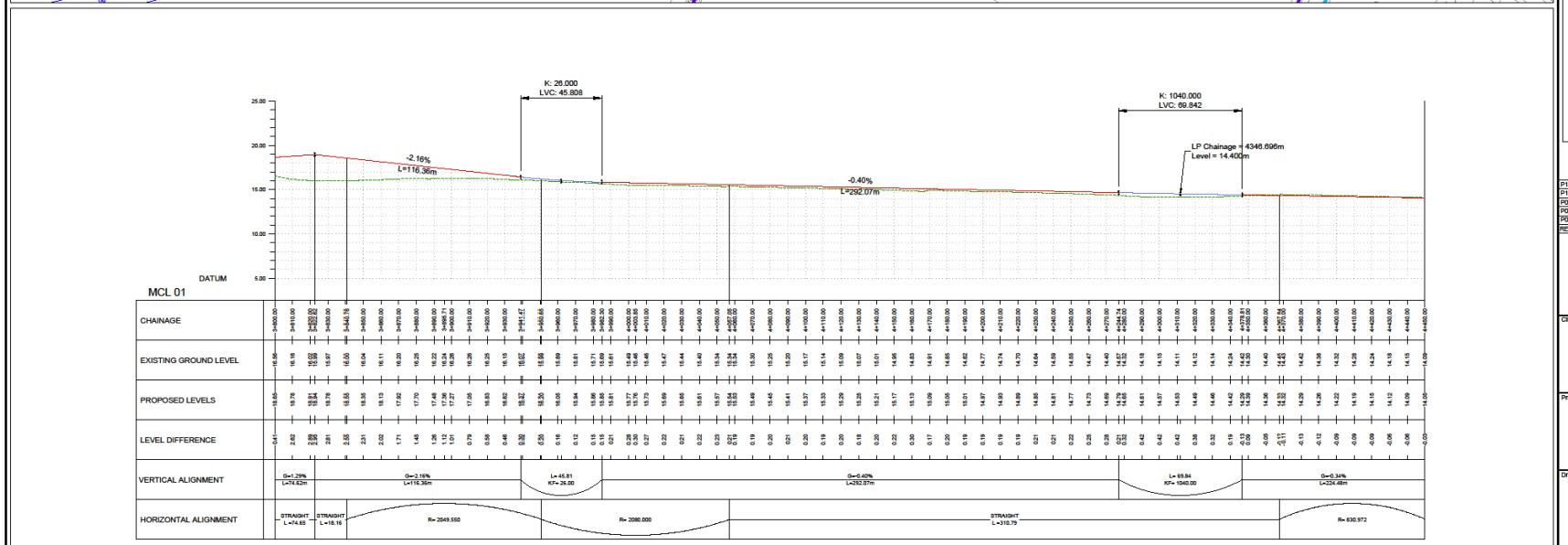




General Arrangement Sheet 7 (Extarct) – Land West of Haxby Road Junction

General Arrangement Sheet 8 – Land East of Haxby Road Junction





GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN METRES - (mm) ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

G7. ALL INFORMATION CONTAINED IN THIS DOCUMENT IS COPYRIGHT ©

G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

KEY

- PROPOSED CARRIAGEWAY / ROAD SURFACE
- PROPOSED CYCLEWAYS, FOOTWAYS AND OTHER PAVED AREAS
- PROPOSED LANDSCAPED AREAS TO BE SEEDED WITH GRASSES / WILDFLOWERS (REFER TO LANDSCAPING DRAWINGS 18/PC/1005/L001-007)
- PROPOSED HIGHWAY DITCH (SUSTAINABLE DRAINAGE SYSTEM FEATURE), REEDS TO BE PLANTED IN GRASSED CHANNEL BEDS OVER A DISTANCE OF 5m, IMMEDIATELY UPSTREAM OF DITCH INLET HEADWALLS, AS REQUESTED BY THE ENVIRONMENT AGENCY.
- PROPOSED LANDSCAPED AREAS TO BE BUNDED / PLANTED (REFER TO LANDSCAPING DRAWINGS 18/PC/1005/L001-007)
- PROPOSED BOUNDARY FENCES (TO BE AGREED WITH ADJACENT LANDOWNERS)
- PROPOSED ACCESS GATES
- PROPOSED HEDGELINES
- PROPOSED STRUCTURES
- PROPOSED ACOUSTIC BARRIERS
- SITE BOUNDARY
- VRS BARRIER / BRIDGE PARAPET
- YW PIPELINE AND 10m EASEMENT
- PROPOSED STREET LIGHTING COLUMNS
- AREA PROPOSED FOR SITE COMPOUND / MATERIAL STORAGE
- EXISTING KERBLINE

PUBLIC RIGHTS OF WAY (PROW) KEY

REFER TO PROPOSED PUBLIC RIGHTS OF WAY NETWORK CHANGES DRAWING NO. 104739-PEF-GEN-ZZ-DG-CH-01070 FOR PROW INFORMATION

- EXISTING FOOTPATH
- EXISTING BRIDLEWAY
- PROW ALTERNATIVE ROUTE
- FOOTPATH TO BE DEDICATED
- RESTRICTED BYWAY
- UNRECORDED RIGHT OF WAY (INDICATIVE ONLY)
- BRIDLEWAY TO BE DEDICATED

REV	DESCRIPTION	DRN	CHK	APP	DATE
P11	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	27.02.24
P10	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	23.02.24
P09	MINOR AMENDMENTS TO FENCE PROVISION	PJ	AW	AW	15.12.23
P08	UPDATED TO YORK HIGHWAY DC COMMENTS	JS	AW	AW	05.12.23
P01	FIRST ISSUE	PJ	AW	AW	01.12.23

Pell Frischmann
GEORGE HOUSE, GEORGE STREET, WAKEFIELD WF1 1LY
Telephone +44 (0)1924 369 145
Email: pfwakefield@pellfrischmann.com
www.pellfrischmann.com

Client: CITY OF YORK COUNCIL

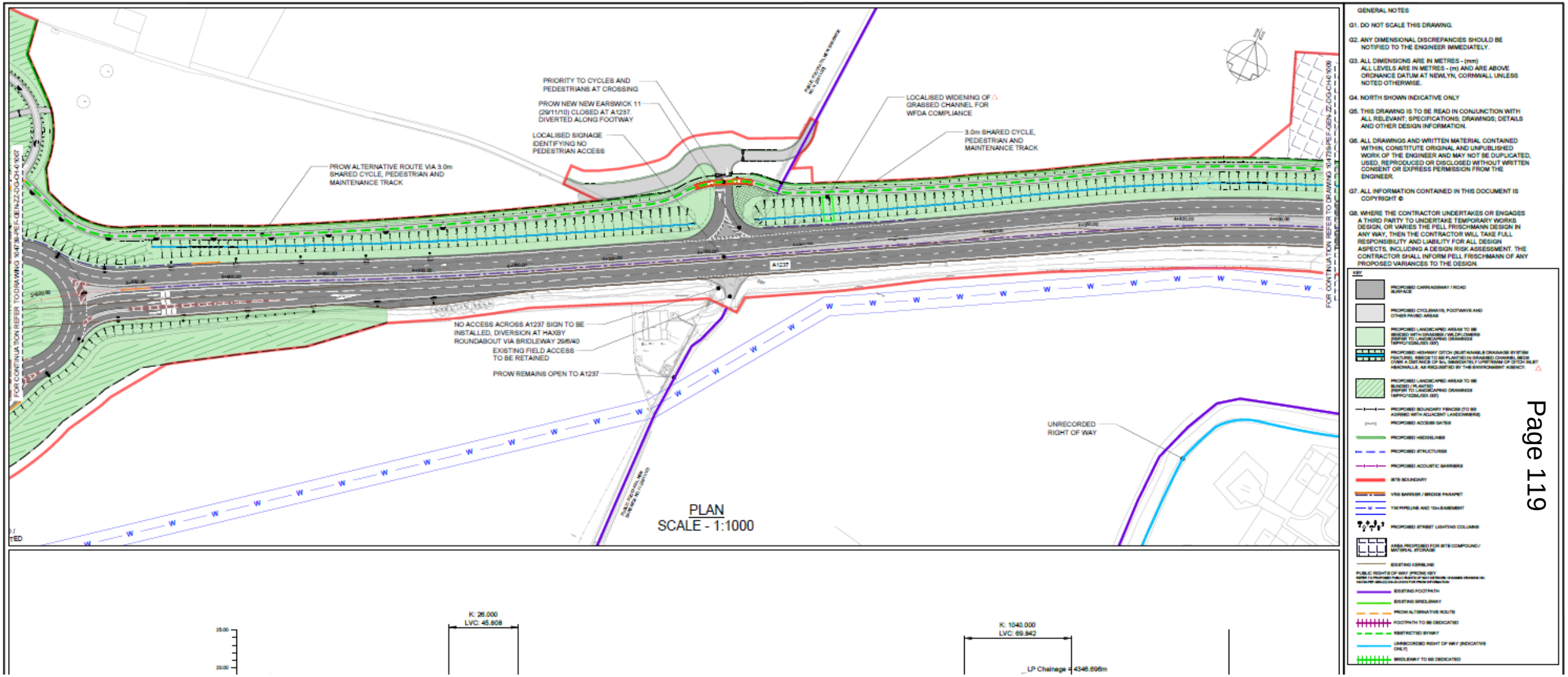
Project: A1237 YORK OUTER RING ROAD DUALLING A19 TO LITTLE HOPGROVE

Drawing Title: GENERAL ARRANGEMENT SHEET 8 OF 13 CHAINAGE 3800 - 4450

	Name	Date	Drawing Status
Drawn	PJ	03.09.21	FOR PLANNING
Designed	PJ	03.09.21	
Checked	LB	03.09.21	Scale (at A1) AS SHOWN
Approved	AW	03.09.21	Status Code S4

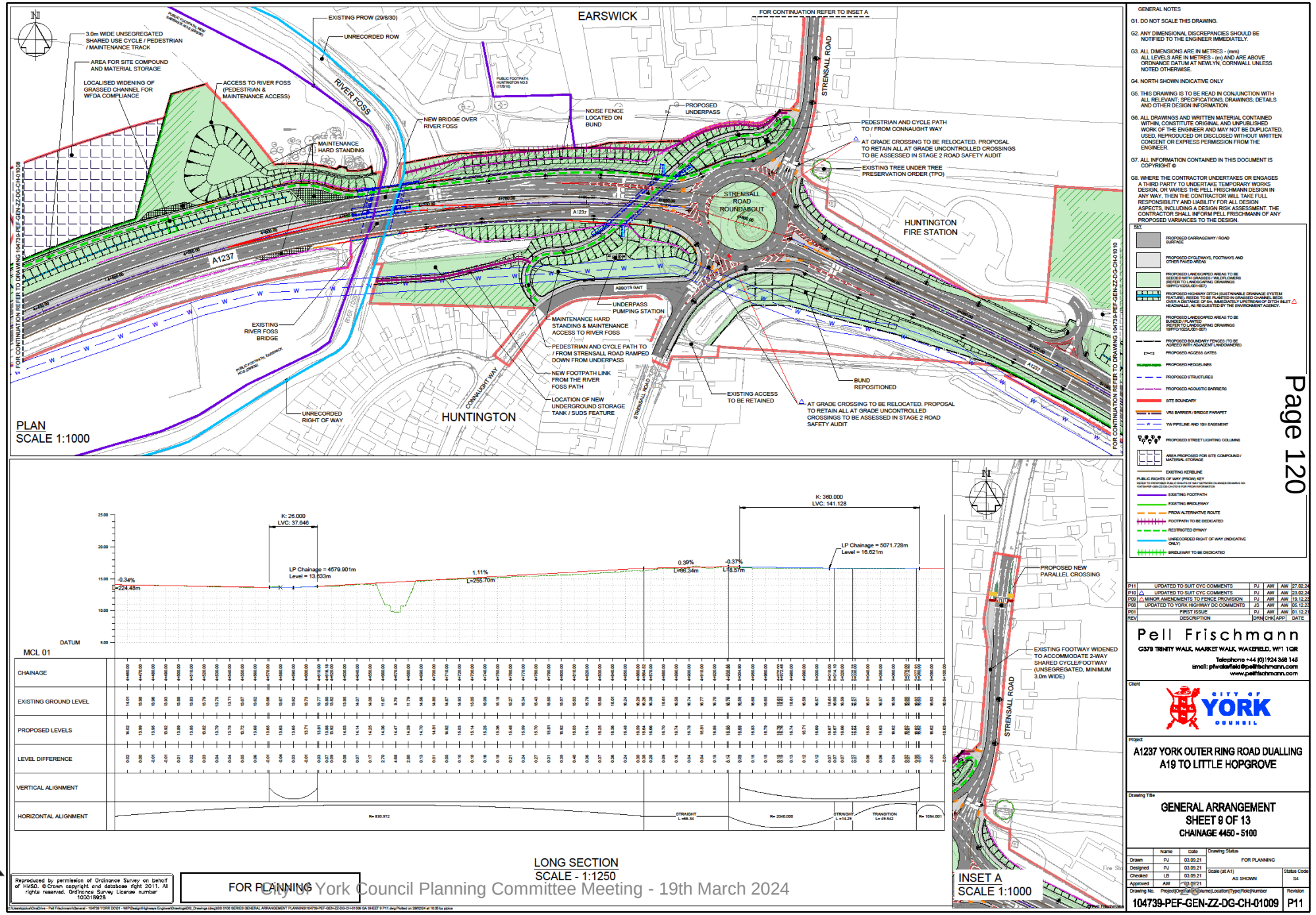
Drawing No. Project|Originator|Volume|Location|Type|Role|Number: 104739-PEF-GEN-ZZ-DG-CH-01008 | Revision: P11

FOR PLANNING

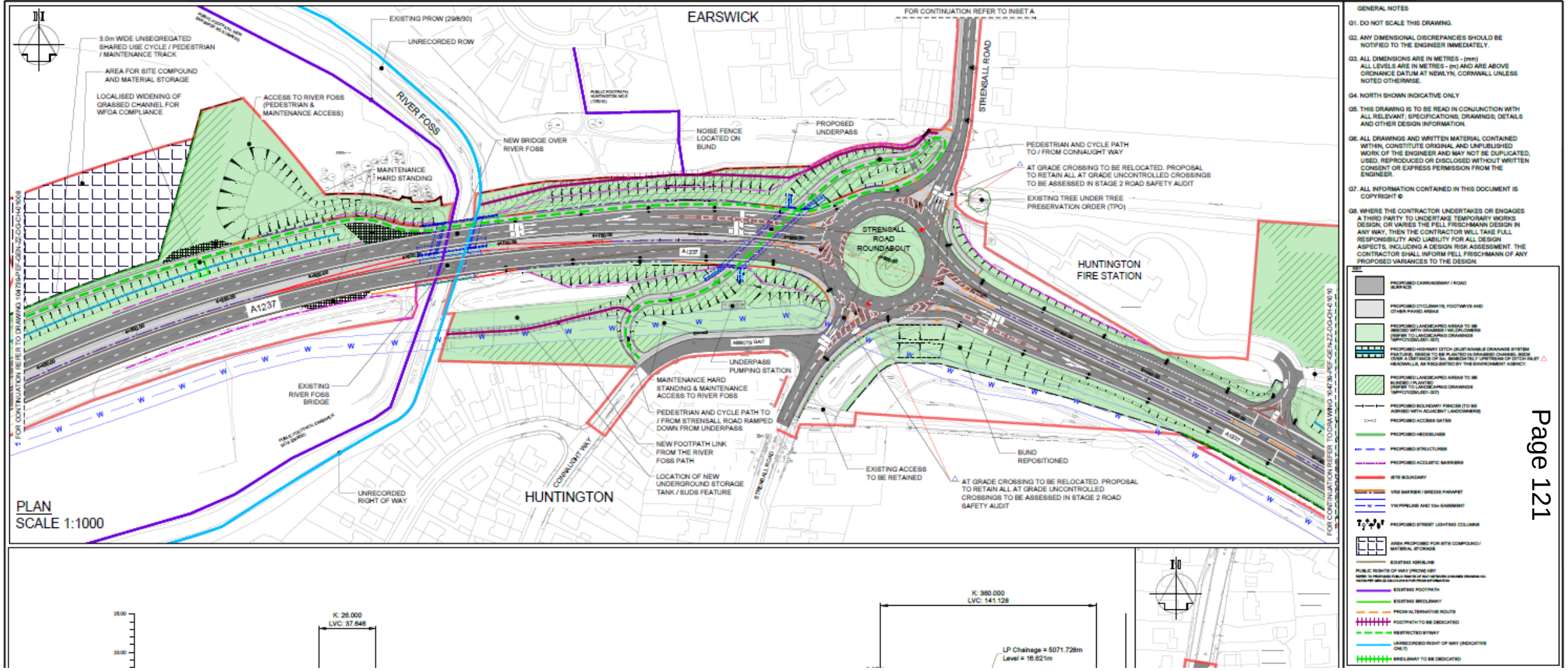


General Arrangement Sheet 8 (Extract) – Land East of Haxby Road Junction

General Arrangement Sheet 9 – Strensall Road Junction

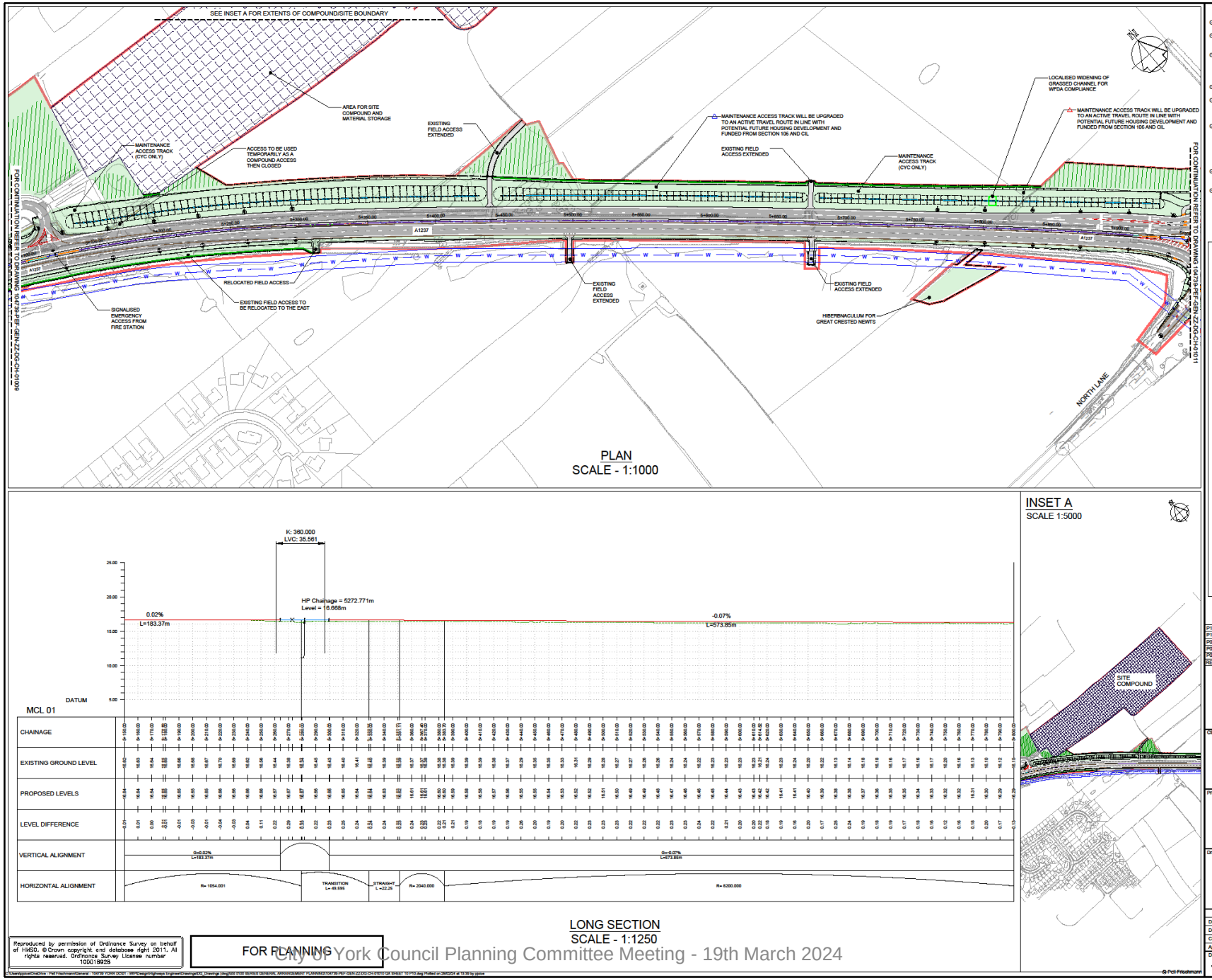


CITY OF YORK COUNCIL

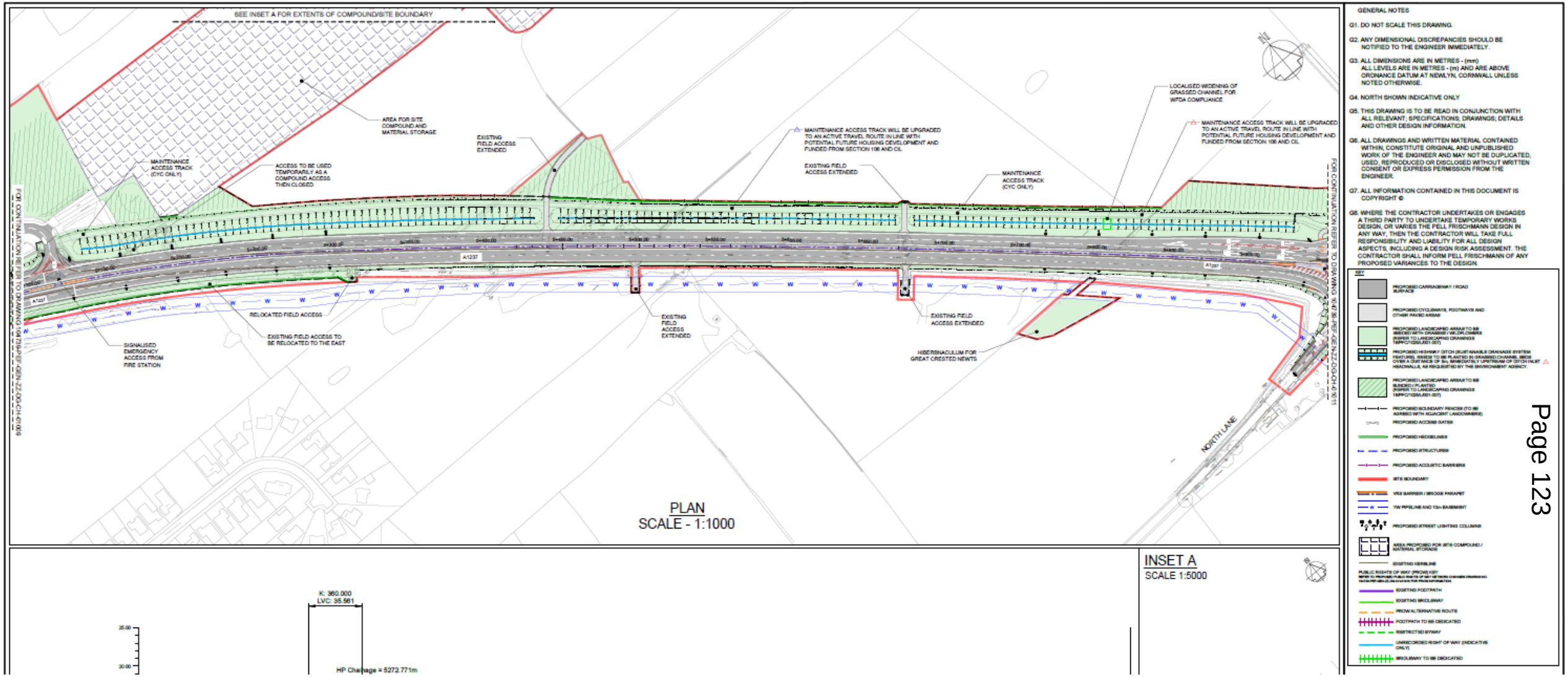


General Arrangement (Extract) Sheet 9 – Strensall Road Junction

General Arrangement Sheet 10 – Land East of Strensall Road Junction and Land West of North Lane Junction

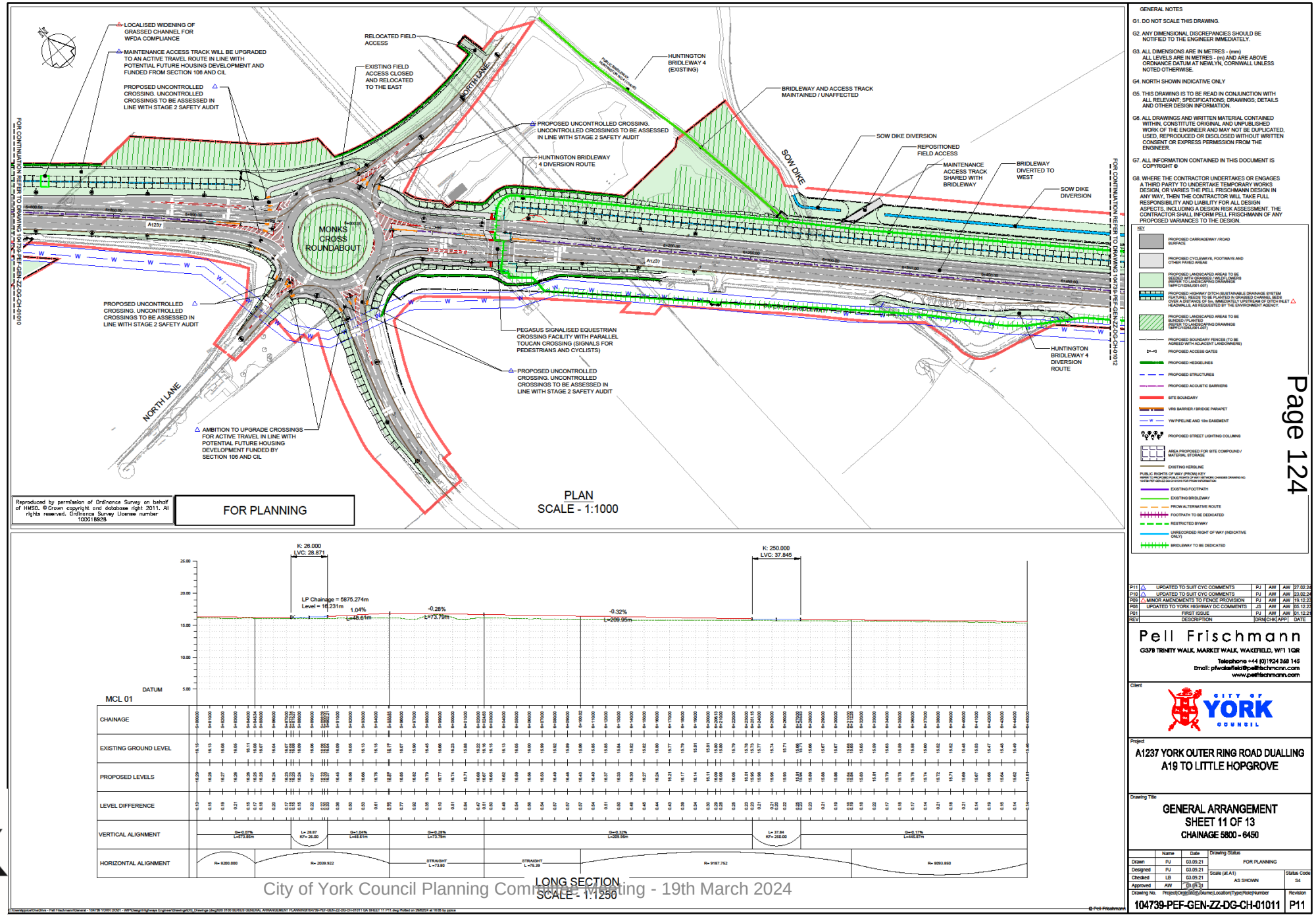


CITY OF YORK COUNCIL

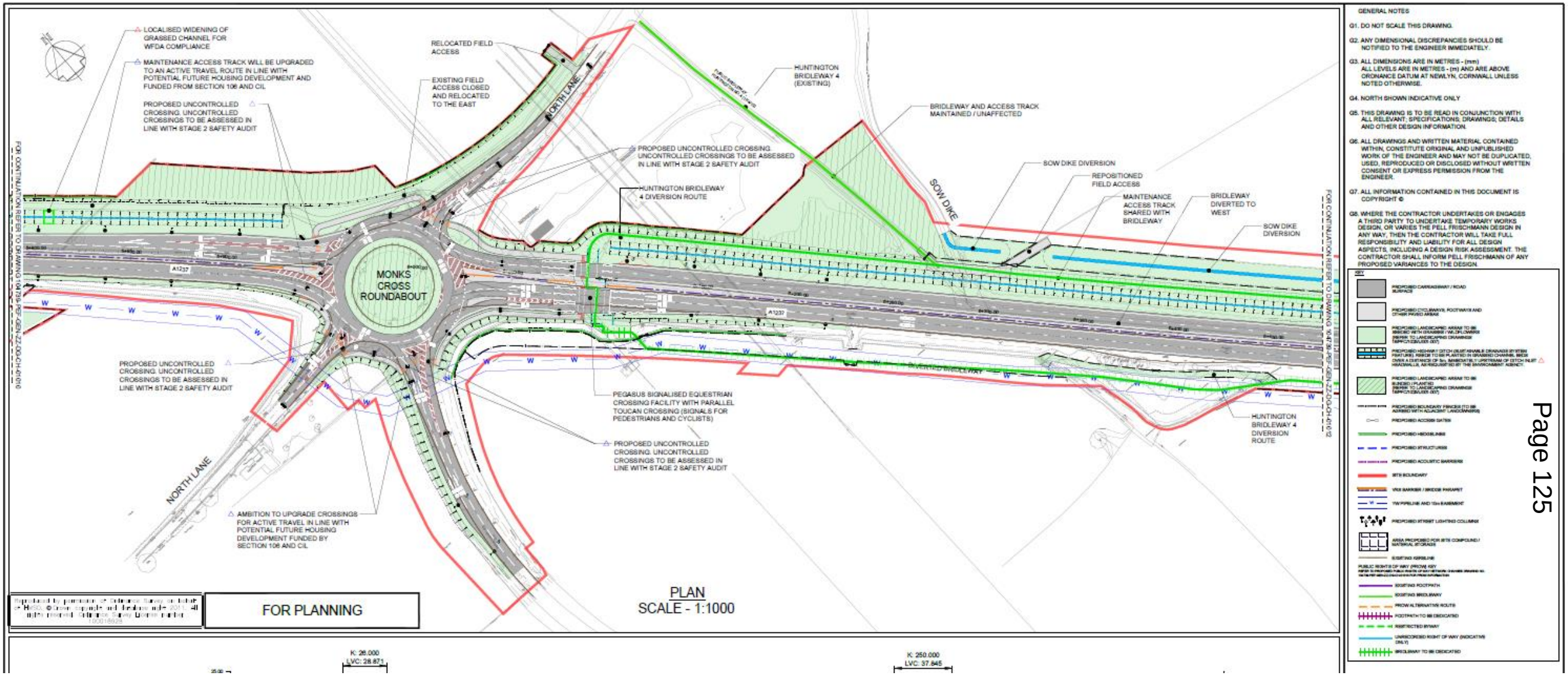


General Arrangement Sheet 10 (Extract) – Land East of Strensall Road Junction and Land West of North Lane Junction

General Arrangement Sheet 11 – North Lane/Monks Cross Link Junction



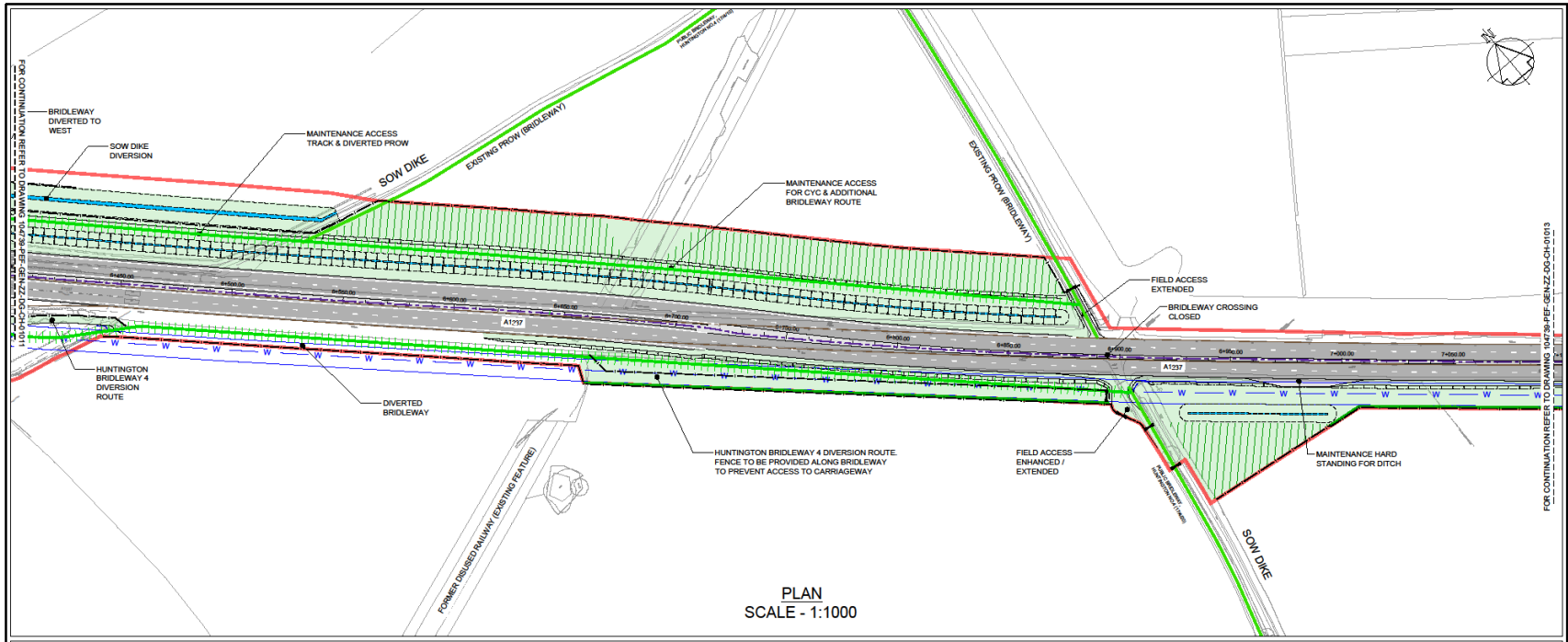
CITY OF YORK COUNCIL



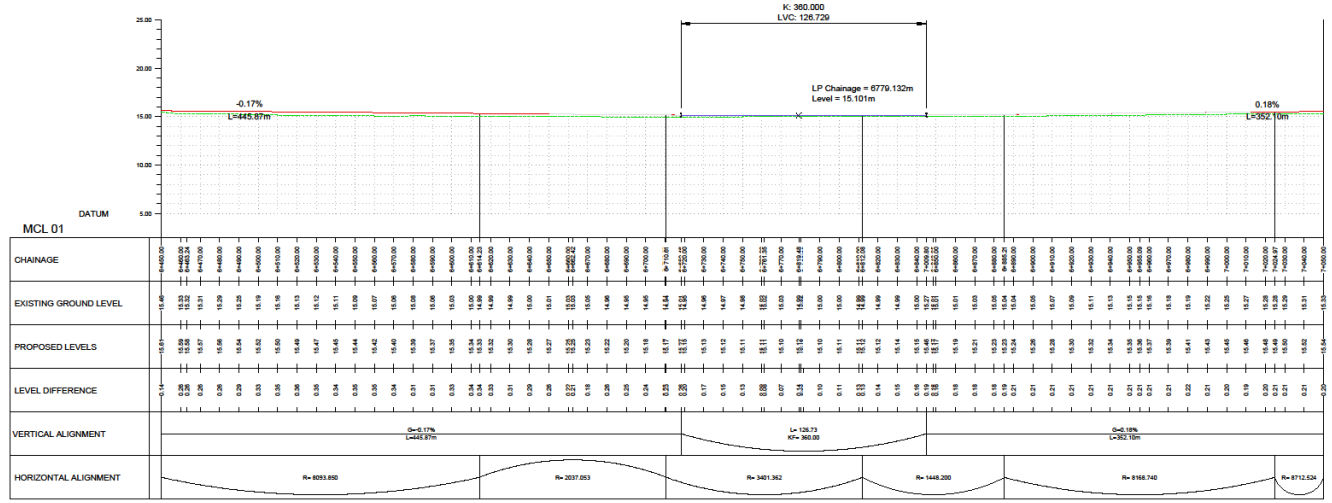
General Arrangement Sheet 11 (Extract) – North Lane/Monks Cross Link Junction

CITY OF YORK COUNCIL

General Arrangement Sheet 12 – Land East of Monks Cross Link and Land West of Little Hopgrove



PLAN
SCALE - 1:1000



LONG SECTION
SCALE - 1:1250

GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN METRES - (mm) ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

G7. ALL INFORMATION CONTAINED IN THIS DOCUMENT IS COPYRIGHT ©

G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

KEY

- PROPOSED CARRIAGEWAY / ROAD SURFACE
- PROPOSED CYCLEWAYS, FOOTWAYS AND OTHER PAVED AREAS
- PROPOSED LANDSCAPED AREAS TO BE SEEDED WITH GRASSES / WILDFLOWERS (REFER TO LANDSCAPING DRAWINGS 18/PFC/1029/U001-007)
- PROPOSED HIGHWAY DITCH (SUSTAINABLE DRAINAGE SYSTEM FEATURE). SEEDS TO BE PLANTED IN GRASSED CHANNEL BEDS OVER A DISTANCE OF 5m, IMMEDIATELY UPSTREAM OF DITCH INLET △ HEADWALLS, AS REQUESTED BY THE ENVIRONMENT AGENCY.
- PROPOSED LANDSCAPED AREAS TO BE BUNDED / PLANTED (REFER TO LANDSCAPING DRAWINGS 18/PFC/1029/U001-007)
- PROPOSED BOUNDARY FENCES (TO BE AGREED WITH ADJACENT LANDOWNERS)
- PROPOSED ACCESS GATES
- PROPOSED HEDGELINES
- PROPOSED STRUCTURES
- PROPOSED ACOUSTIC BARRIERS
- SITE BOUNDARY
- VRS BARRIER / BRIDGE PARAPET
- YW PIPELINE AND 10m EASEMENT
- PROPOSED STREET LIGHTING COLUMNS
- AREA PROPOSED FOR SITE COMPOUND / MATERIAL STORAGE
- EXISTING KERBLINE

PUBLIC RIGHTS OF WAY (PROW) KEY

- EXISTING FOOTPATH
- EXISTING BRIDLEWAY
- PROW ALTERNATIVE ROUTE
- FOOTPATH TO BE DEDICATED
- RESTRICTED BYWAY
- UNRECORDED RIGHT OF WAY (INDICATIVE ONLY)
- BRIDLEWAY TO BE DEDICATED

REV	DESCRIPTION	DRN	CHK	APP	DATE
P11	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	27.02.24
P10	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	23.02.24
P09 △	MINOR AMENDMENTS TO FENCE PROVISION	PJ	AW	AW	15.12.23
P08	UPDATED TO YORK HIGHWAY DC COMMENTS	JS	AW	AW	05.12.23
P01	FIRST ISSUE	PJ	AW	AW	01.12.23

Pell Frischmann
G37B TRINITY WALK, MARKET WALK, WAKEFIELD, WF1 1QR
Telephone +44 (0)1924 368 146
Email: pfwakefield@pellfrischmann.com
www.pellfrischmann.com

Client: CITY OF YORK COUNCIL

Project: A1237 YORK OUTER RING ROAD DUALLING
A19 TO LITTLE HOPGROVE

Drawing Title: GENERAL ARRANGEMENT
SHEET 12 OF 13
CHAINAGE 6450 - 7050

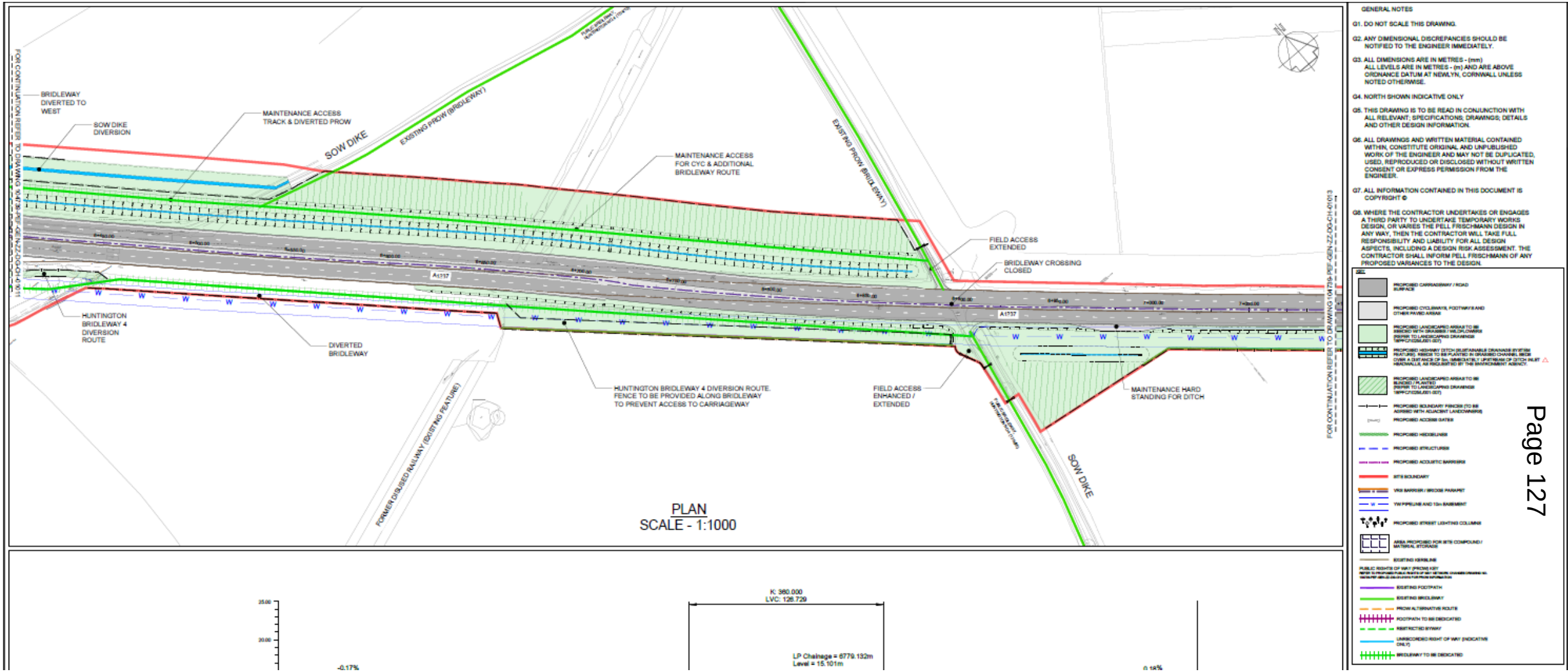
	Name	Date
Drawn	PJ	16.12.21
Designed	PJ	16.12.21
Checked	LB	16.12.21
Approved	AW	16.12.21

Drawing Status: FOR PLANNING
Scale (at A1): AS SHOWN
Status Code: S4

Drawing No. Project|Originator|Volume|Location|Type|Role|Number: 104739-PEF-GEN-ZZ-DG-CH-01012
Revision: P11

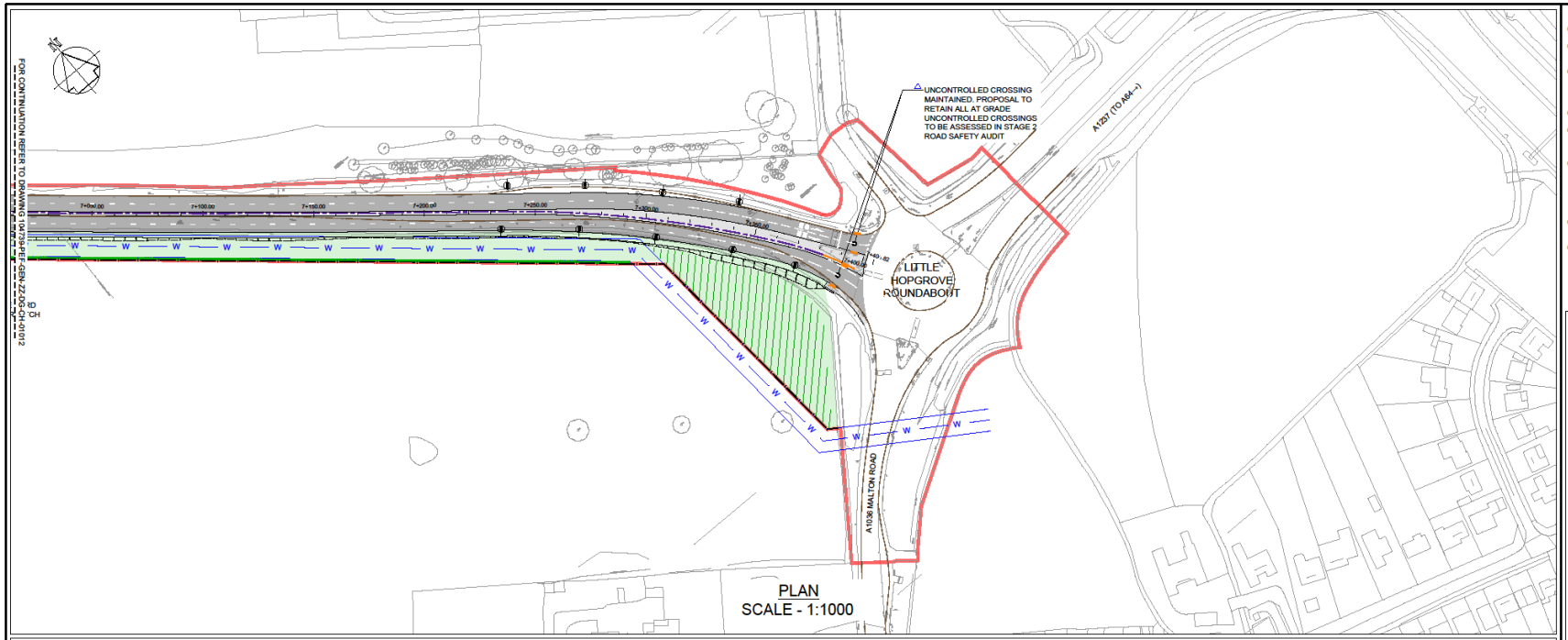
FOR PLANNING

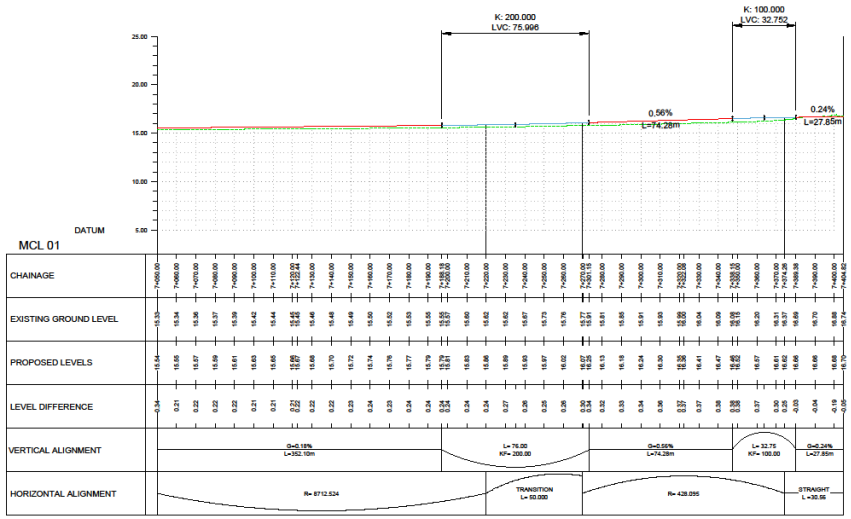
© Pell Frischmann



General Arrangement Sheet 12 (Extract) – Land East of Monks Cross Link and Land West of Little Hopgrove

General Arrangement Sheet 13 – Little Hopgrove Junction





GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN METRES - (mm) ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

G6. ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED WITHIN, CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ENGINEER AND MAY NOT BE DUPLICATED, USED, REPRODUCED OR DISCLOSED WITHOUT WRITTEN CONSENT OR EXPRESS PERMISSION FROM THE ENGINEER.

G7. ALL INFORMATION CONTAINED IN THIS DOCUMENT IS COPYRIGHT ©

G8. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

KEY

- PROPOSED CARRIAGEWAY / ROAD SURFACE
- PROPOSED CYCLEWAYS, FOOTWAYS AND OTHER PAVED AREAS
- PROPOSED LANDSCAPED AREAS TO BE SEEDED WITH GRASSES / WILDFLOWERS (REFER TO LANDSCAPING DRAWINGS 18/PFC/1025/L/001-007)
- PROPOSED HIGHWAY DITCH (SUSTAINABLE DRAINAGE SYSTEM FEATURE). NSEDS TO BE PLANTED IN GRABSED CHANNEL MESH OVER A DISTANCE OF 5m, IMMEDIATELY UPSTREAM OF DITCH INLET HEADWALLS, AS REQUESTED BY THE ENVIRONMENT AGENCY.
- PROPOSED LANDSCAPED AREAS TO BE BUNDED / PLANTED (REFER TO LANDSCAPING DRAWINGS 18/PFC/1025/L/001-007)
- PROPOSED BOUNDARY FENCES (TO BE AGREED WITH ADJACENT LANDOWNERS)
- PROPOSED ACCESS GATES
- PROPOSED HEDGELINES
- PROPOSED STRUCTURES
- PROPOSED ACOUSTIC BARRIERS
- SITE BOUNDARY
- VRS BARRIER / BRIDGE PARAPET
- YW PIPELINE AND 10m EASEMENT
- PROPOSED STREET LIGHTING COLUMNS
- AREA PROPOSED FOR SITE COMPOUND / MATERIAL STORAGE
- EXISTING KERBLINE

PUBLIC RIGHTS OF WAY (PROW) KEY

- EXISTING FOOTPATH
- EXISTING BRIDLEWAY
- PROW ALTERNATIVE ROUTE
- FOOTPATH TO BE DEDICATED
- RESTRICTED BYWAY
- UNRECORDED RIGHT OF WAY (INDICATIVE ONLY)
- BRIDLEWAY TO BE DEDICATED

REV	DESCRIPTION	DRN	CHK	APP	DATE
P11	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	27.02.24
P10	UPDATED TO SUIT CYC COMMENTS	PJ	AW	AW	23.02.24
P09	MINOR AMENDMENTS TO FENCE PROVISION	PJ	AW	AW	15.12.23
P08	UPDATED TO YORK HIGHWAY DC COMMENTS	JS	AW	AW	05.12.23
P01	FIRST ISSUE	PJ	AW	AW	01.12.23

Pell Frischmann
G359 TRINITY WALK, MARKET WALK, WAKEFIELD, WF1 1QR
Telephone +44 (0)1924 368 146
Email: pfwakefield@pellfrischmann.com
www.pellfrischmann.com

Client: CITY OF YORK COUNCIL

Project: A1237 YORK OUTER RING ROAD DUALLING A19 TO LITTLE HOPGROVE

Drawing Title: GENERAL ARRANGEMENT SHEET 13 OF 13 CHAINAGE 7050 - 7405

	Name	Date
Drawn	PJ	16.12.21
Designed	PJ	16.12.21
Checked	LB	16.12.21
Approved	AW	16.12.21

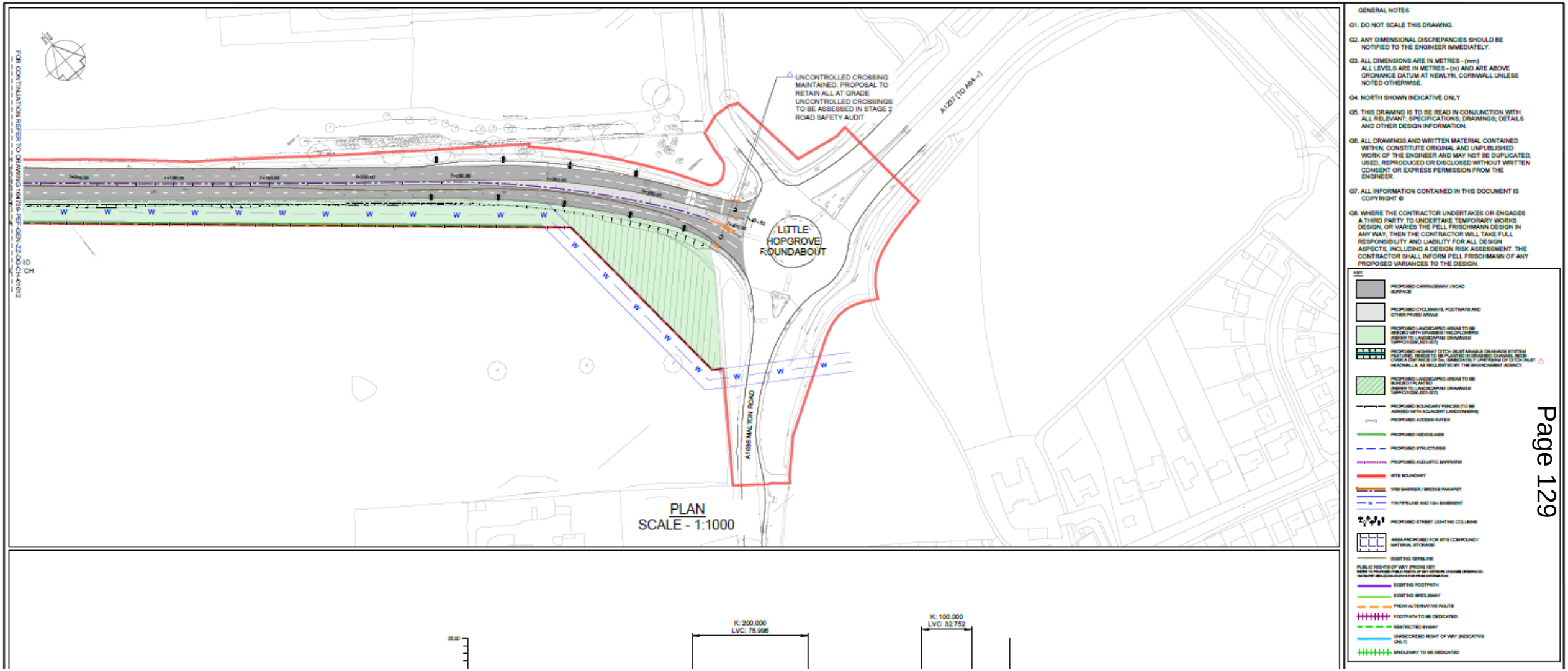
Drawing Status: FOR PLANNING

Scale (at A1): AS SHOWN

Status Code: S4

Drawing No. Project|Originator|Volume|Location|Type|Role|Number: 104739-PEF-GEN-ZZ-DG-CH-01013

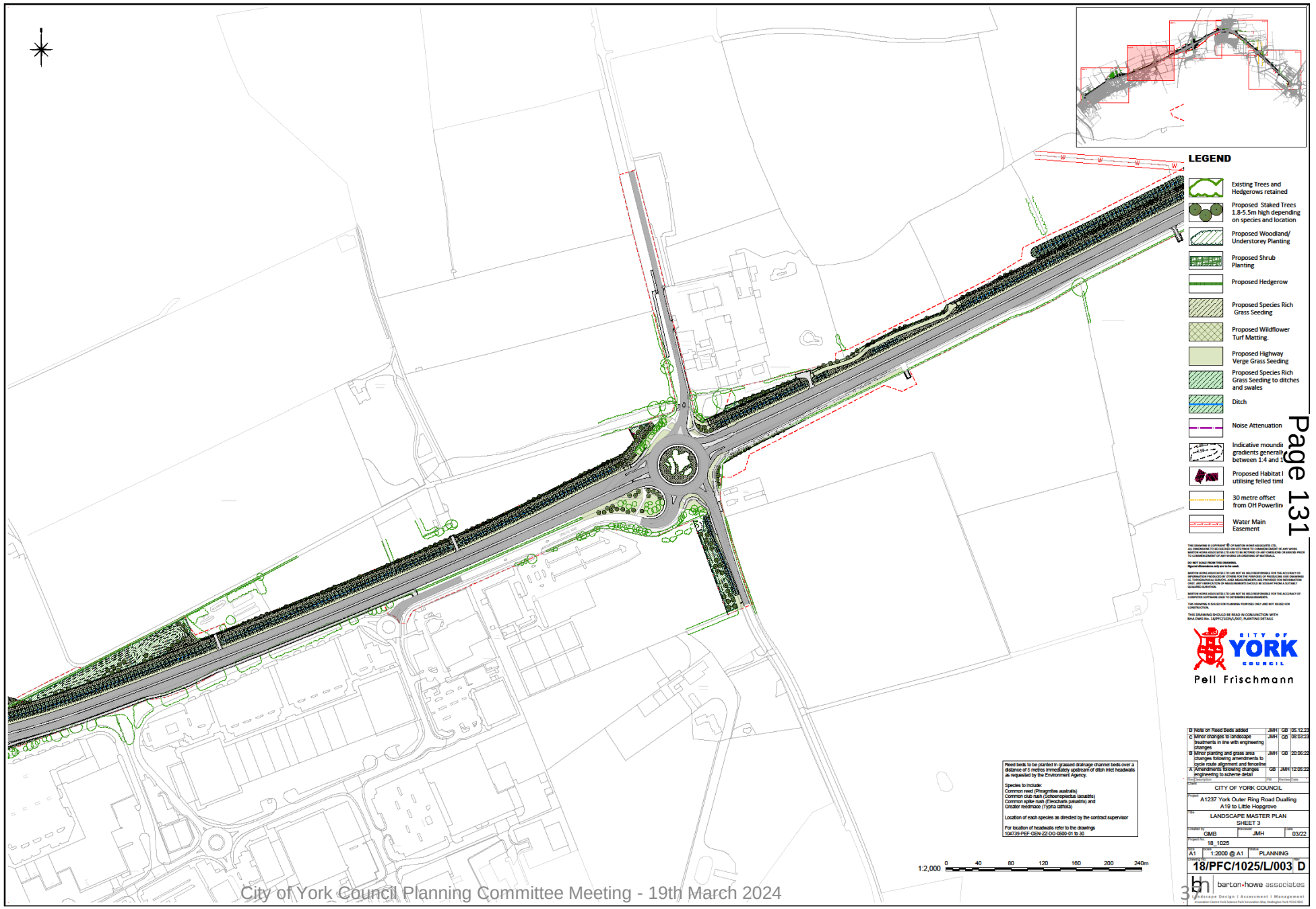
Revision: P11



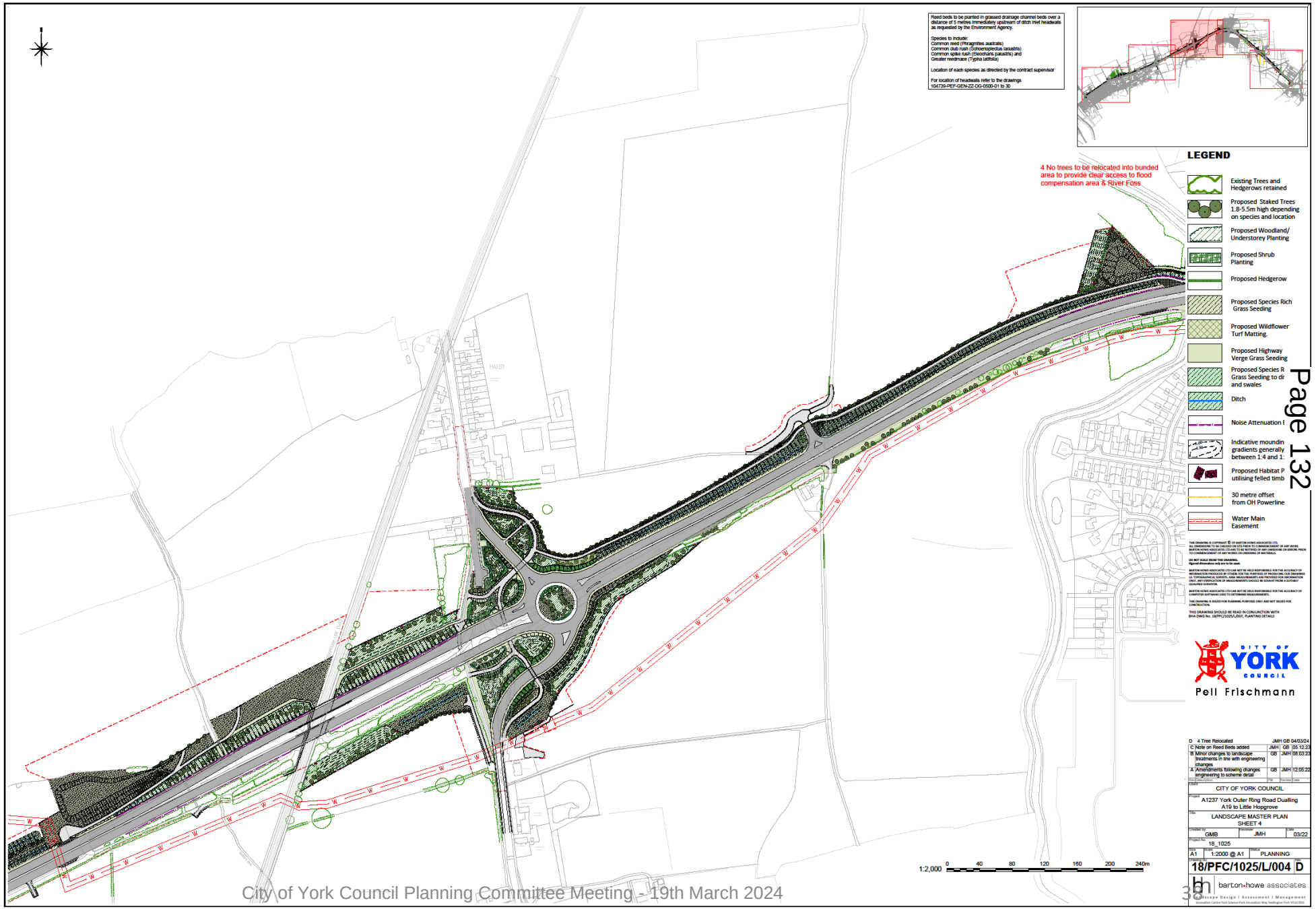
General Arrangement Sheet 13 (Extract) – Little Hopgrove Junction

Proposed Landscaping – A19 to Clifton Moor Gate

Proposed Landscaping – Wigginton Road Junction



Proposed Landscaping – Haxby Road Junction



CITY OF YORK COUNCIL

Proposed Landscaping – Strensall Road and Monks Cross Link Junctions

Proposed Landscaping – Monks Cross Link to Little Hopgrove Junctions

CITY OF YORK COUNCIL