

Swift, Deborah

From: planning.scanning@york.gov.uk
Subject: FW: AOD/23/00105 - C2, C6 & 19, C27, C28, C29, C30 - Highway DC comments

From: Vergereau, Helene <Helene.Vergereau@york.gov.uk>
Sent: 04 April 2023 16:25
To: Elliott, William <William.Elliott@york.gov.uk>
Cc: highwaydc@york.gov.uk
Subject: AOD/23/00105 - C2, C6 & 19, C27, C28, C29, C30 - Highway DC comments

Hi William

I have just reviewed the documents provided for this one. Plenty to work on!
Thanks
Helene

C2 detailed drawings for internal road details, etc – **not ready to discharge**

- Site layout plan:
 - There is a cycle lane painted on the road on the wrong side of the carriageway and one way only into the site. at 1m width, it cannot be two way so is inadequate. This needs to be revised to consider LTN 1.20 requirements.
 - There is an existing spur or layby opposite the junction with New Road at the entrance to the site. What will this be used for? It seems to be shown as tarmacked.
 - There is a layby designed just after the reception building, on the left hand side of the access road. It seems to be approx.. 50m long but only 2m wide. This will not enable vehicles with caravans or camper vans to park/wait without encroaching on the access road.
 - How many vehicles are we expecting to arrive/leave at the same time? Can I see come evidence that the layby capacity will be sufficient so that access to other properties/fields in the area can be maintained at all times?

C19 CEMP Details shall be provided about the management of construction and contractor traffic and parking. The CEMP shall include a dilapidation survey of the area around the junction of the A19 and New Road should be provided. – **not ready to discharge**

- CEMP provided:
 - Almost nothing on construction traffic, parking, etc. Para 3.2.8 has the wrong road (A79)! Not acceptable
 - Para 6.10.1: States “Road sweepers (water-assisted dust sweepers) shall be deployed on site access roads and local road network”. The site will require wheel washing. No road sweepers on the A19!

- Para 6.10.5 I note the wheel wash facility – can this be shown on a plan please and installed from the start of the works?
- I need to see information on construction routes, hours for construction traffic (avoiding peak hours on the A19) and parking for contractors (on site).

C27 No part of the development hereby permitted shall be commenced until the full design and construction details of the following have been submitted to and approved in writing by the Local Planning Authority. The approved works shall be carried out in full prior to the site coming into use. – **not ready to discharge**

- Improvements to the footpath on the A19 from the access point to New Road to the petrol station/shop to be widened to enable bicycles to use it to connect to National Cycle Route 65 (approx. 200m in length).
- Informal crossing point to be provided before the petrol station (making use of the central reservation for a two stage crossing) to enable users to cross the A19 and join the path on the western side of the A19 and safely access National Cycle Route 65.
- Signage to mark the link to the Sustrans route.
- Traffic calming measures near the site access road will be provided in the form of electronic flashing warning signs (or similar).

Reason: In the interests of highway safety and to provide for and promote appropriate safe and usable pedestrian and cycle access to facilities.

- **A19 Highway general arrangement drawing**
 - Proposed cycle and pedestrian arrangements are not acceptable. This needs to be designed to LTN 1.20 requirements. A shared use facility should be acceptable in this location (see LTN 1.20 para 6.5.6). This would provide a 3m shared use path (rather than suboptimal 1.5m footway and 2.5m cycleway). The speed limit is 50mph so we need a min 1.5m buffer (see LTN 1.20 Table 6.1).
 - National Route 65 is usually re-joined by using Naburn Lane rather than the rights of way to the south. Both can be used but signage will need to be improved further out to link to the route.
 - Cycle route gradient proposed is not acceptable, see LTN 1.20 para 5.10.1 (max 2.5%)
 - Where are the traffic calming measures? Do we need to move the 40mph start/end?

C28 Prior to or concurrently with the first reserved matters application, details of the access road shall be submitted to and approved in writing by the Local Planning Authority. The details shall include passing places to facilitate traffic movements when caravans, HGVs and agricultural vehicles might conflict with each other or with cyclists, pedestrians and horse riders. The scheme shall be implemented in accordance with the approved details.

NOTE: The details shall include a timetable for the delivery of the works to New Road. – **no information provided**

Reason: In the interest of road safety

- I couldn't see any information for this one

C29 Prior to or concurrently with the first reserved matters application, details of the following shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details. – **no information provided on cycle parking, nothing on links to Wheldrake. I couldn't find the information on staff and visitor parking, how many spaces are provided for the lodges, how many for staff/visitors? Where are they located?**

- Internal road details;
- Consideration of pedestrian and cycle links to Wheldrake;
- Staff and visitor car parking and delivery bays/turning areas;
- Secure cycle parking for staff and visitors.

Reason: In the interest of road safety.

NOTE:

The site layout needs to ensure that queues can be accommodated without impeding access by local residents or emergency services and consider the needs of horse riders.

The details shall include a timetable for the delivery of the approved works.

C30 Prior to the development hereby approved coming into use, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. It shall include a site management strategy to ensure that peak traffic to and from the site (changeover times) avoid A19 peak hours (weekday am/pm peaks and Saturday midday peak). The approved travel plan shall thereafter be fully implemented and adhered to.

NOTE: The plan shall include details of a timetable for the delivery of mitigation measures. – **not ready to discharge**

Reason: In the interest of sustainable transport and road safety.

- **Travel plan para 5.2.17 states: “initial timings would be that the operator would ask all visitors to depart the site by 11am, and no arrivals prior to 1pm”. This will mean traffic leaving and arriving to the site during the midday peak? We need more in terms of travel management to avoid peak times.**

Thanks

Helene

Helene Vergereau (she/her) | Traffic and Highway Development Manager

t: 01904 552077 | e: helene.vergereau@york.gov.uk

City of York Council | Place Directorate

West Offices | Station Rise | York YO1 6GA

www.york.gov.uk | facebook.com/cityofyork | [@CityofYork](https://twitter.com/CityofYork)