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REPORT ON

NYMNPA
- 7 AUG 2008

**A171 WHITBY PARK AND RIDE FACILITY:
ADDENDUM TO ENVIRONMENTAL STATEMENT
JUNE 2007**

Submitted to:

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Definition of Version Code:
 D. Applied during initial drafting of the report before it has been reviewed.
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1.0 INTRODUCTION

As part of the recent planning application for the proposed A171 Park and Ride facility, located within the North York Moors National Park (NYMNP) to the west of Whitby town centre. Golder Associates on behalf of North Yorkshire County Council (NYCC) undertook and submitted in June 2007 an Environmental Impact Assessment for the scheme. The application was subsequently refused in March 2008.

After discussions between North Yorkshire County Council (NYCC) and the North York Moors National Park Authority (NYMNPA) a second planning application is proposed. This will be based on a revised scheme layout (refer to Section 2 for proposed scheme changes). The NYMNPA requested that an addendum be prepared to accompany the application in lieu of a new Environmental Statement.

Golder Associates on behalf of NYCC has been commissioned to undertake this addendum to the original Environmental Statement based on the revised layout.

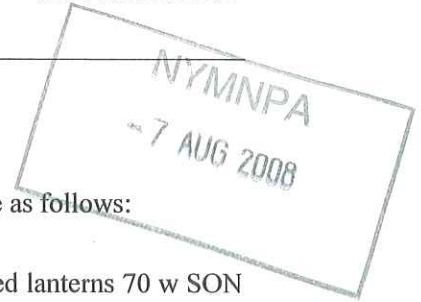
This short report sets out the proposed changes to the scheme, amendments to text / figures and the environmental changes resulting in the revised layout. Amended figures, where applicable have been included within the appendices. A revised Non Technical Summary (NTS) is also included within Appendix 3.

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2.0 REVISED LAYOUT

The proposed amendments to the original A171 Park and Ride layout are as follows:

- (i) All 6 m high tapered columns (with either single or twin mounted lanterns 70 w SON Flat Glass – to direct light downwards) are to be omitted from the internal Park and Ride scheme; and
- (ii) The current native woodland screening belt to the southern boundary adjacent to the A171 has been widened to a consistent 20 m to the boundary. Consequently the ‘Entrance’ road alignment to the overflow car park has been amended.



3.0 AMENDMENTS TO THE ENVIRONMENTAL STATEMENT

Due to the revisions to the proposed Park and Ride facility layout, as stated in Section 2, the following constitutes amendments to the text or figures within the Environmental Statement:

Page 18: Section 3.3 The Proposed Scheme – Paragraph 5 states: *“The car park would be lit with 6 m high tapered columns with either single or twin mounted lanterns (70 w SON Flat Glass – to direct light downwards.)”*

Due to the lighting columns being removed from the internal scheme this paragraph has been omitted.

Page 41: Section 5.22 Assumptions – Paragraph 6 states: *“Lighting will be restricted to 50 m approaches to the roundabout on the A171. These columns will be 9 m high and lighting columns within the Park & Ride facility have been assessed at 6 m high”.*

Lighting to the junction itself will remain (but does not form part of the planning application), but the internal 6 m columns have been removed.

Page 54: Section 5.10 Assessment of Visual Impact – Paragraph 2 and Paragraph 4 states: *“Figure 5 shows the approximate visual envelope for the scheme and was generated by superimposing the 3D digital proposals onto a digital terrain model for the region. The dark green hatch shows the areas from which the parking facility would be visible (assuming no mitigation is implemented) the light green hatch shows the area from which the 6 m high lighting columns would be visible”.*

“As expected the ZVI for the lighting columns is considerably greater than the car park (which is partly cut into the hillside, and therefore partially screened). However in both cases the visual envelopes are restricted by the undulating topography to localised areas of high ground to the south and east, which are mostly open farm land”.

Refer to the amended Figure 5 Visual Analysis Plan (Appendix 1). This shows the Zone of Visual Influence (ZVI) for the proposed parking facility only (shown in dark green). The ZVI for the lighting columns (previously shown in light green) has now been removed.

Page 54: Section 5.10 Assessment of Visual Impact – Paragraph 5 states: *“in terms of visual exposure the most prominent part of the development is likely to be the lighting columns, which (during the daytime) are likely to have a localised affect on the immediate surroundings only. However, it is anticipated that beyond a distance of 1 km their visual impact will diminish rapidly, until they no longer become a material consideration. (Based on assessment of existing lighting columns at the junction of the A169 and the A171)”.*

This paragraph has been omitted.

Page 55: Section 5.10 Assessment of Visual Impact – Paragraph 5 states: “*To aid visual assessment of the proposals photomontages have been prepared for three separate viewpoints (refer Figures 6.1-8.3). The montages have been generated from 3D wireframe CAD models, which have been ‘camera matched’ to site photographs and digitally rendered using appropriate software to create realistic textures and colours*”.

Analysis of the photomontages suggests the following:

- *The lighting columns are comparatively intrusive”.*

Refer to Appendix 2 for the revised Photomontage Figures 6.1-8.3. These have been amended to reflect the scheme on completion and at 15 years with the internal lighting columns omitted.

Page 55: Section 5.10 Assessment of Visual Impact – Paragraph 4 states: “*The proposed Park & Ride facility will primarily operate during the summer months when the long daylight hours will mean lighting will be visible from areas to the south and east (refer the Zone of Visual Influence). However the use of full cut-off lanterns, combined with only occasional use means the impact on the wider landscape is expected to be minimal. It should also be noted that the adjacent Victoria Farm Garden Centre is externally illuminated, consequently the Park & Ride lighting will not be a new feature in the landscape*”.

This paragraph has been omitted as the internal lighting proposals have been removed from the scheme.

Page 56: Section 5.12 Assessment of Visual Impact – Paragraph 1 states: “*Following detailed visual analysis of the scheme it is proposed that the following additional mitigation measures would be beneficial and therefore will be implemented.*

- *The lighting columns will be painted in a recessive non metallic colour to reduce their prominence.”*

As the lighting columns have been removed from the scheme this point is omitted.

Page 58: Section 5.12 Assessment of Visual Impact – Paragraphs 2 and 3 states: “*It is anticipated that the proposed landform and perimeter planting will in time screen the car park facilities, although it is likely to be at least 15 years before the 6 m high lighting columns become visually integrated.*

The lighting columns will be visible from a wider area, although the number of visual receptors remains low, and views from within the National Park would be negligible.”

This sentence is omitted as the internal lighting scheme has been removed from the Park and Ride facility.

4.0 ENVIRONMENTAL EFFECTS RESULTING FROM THE REVISED LAYOUT

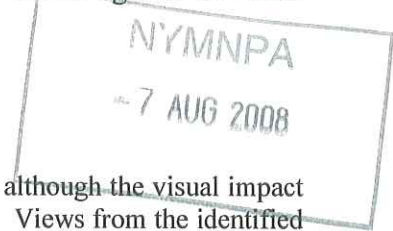
The following summarises the environmental effects resulting in the changes to the A171 Whitby Park and Ride scheme layout as stated in Section 1.

Omission of Lighting Columns:

- Overall visual impact of the proposed scheme has **lessened**, although the visual impact would still be assessed as **intermediate to minor (adverse)**. Views from the identified adjacent receptors within 500 m (Victoria Farm and Garden Centre, Cross Butts Farm, Restaurant, Fell View and Fernhill Cottage) would benefit from the omission of the lighting columns. Views from the wider area in particular from the eastern outskirts of Whitby and views from the south would also benefit. This is shown on Figure 5 Rev A: Visual Analysis Plan.
- Visual impact at night is reduced and would be **negligible** to adjacent properties and views from the wider area. This would help to retain the predominantly rural landscape character. Although there would be some lighting to the junction itself (and 50 m along each approach).
- The proposed timescale for the integration of the scheme into the surrounding landscape through the extensive mitigation measures would be reduced. Due to the removal of the lighting columns, the proposed native screen planting would take considerably less time than the previously stated 15 years to mitigate the scheme from surrounding views.
- The 'urbanising' effect of the proposed lighting columns would be removed, as would the detrimental effect on the landscape character of the predominantly agricultural landscape. The Park and Ride facility, although having an impact on the landscape character would be mitigated by the extensive proposed planting scheme.

Widening of the Proposed Screen Planting to the A171 boundary:

- The realignment of the internal 'entrance' to the overflow car park would provide an additional 15 m width (a total in excess of 20 m) of native screen planting. Therefore views into the site from the A171, the south and to some extent the NYMNP would be afforded more screening and the overall visual impact reduced.
- By increasing the width of the planting the anticipated timescale for the proposed mitigation to 'integrate' into the landscape and screen the Park and Ride would be reduced.





APPENDICES

NYMNPA
- 7 AUG 2008

APPENDIX 1

FIGURE 5 REV A: VISUAL ANALYSIS

NYMNP

- 7 AUG 2008

A171 GUISBOROUGH-WHITBY
PARK AND RIDE

VISUAL ANALYSIS

5

A

Checked by: [Signature]
Drawn by: [Signature]
Reviewed by: [Signature]
Date: [Signature]

Project No: 05588358
Client: [Signature]
Scale: 1:10,000 @ A3
File No: 501528
Approved: [Signature]
Created By: JAV
Date: Feb 2007
Page 103
Revision: [Signature]

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Partnering with :-



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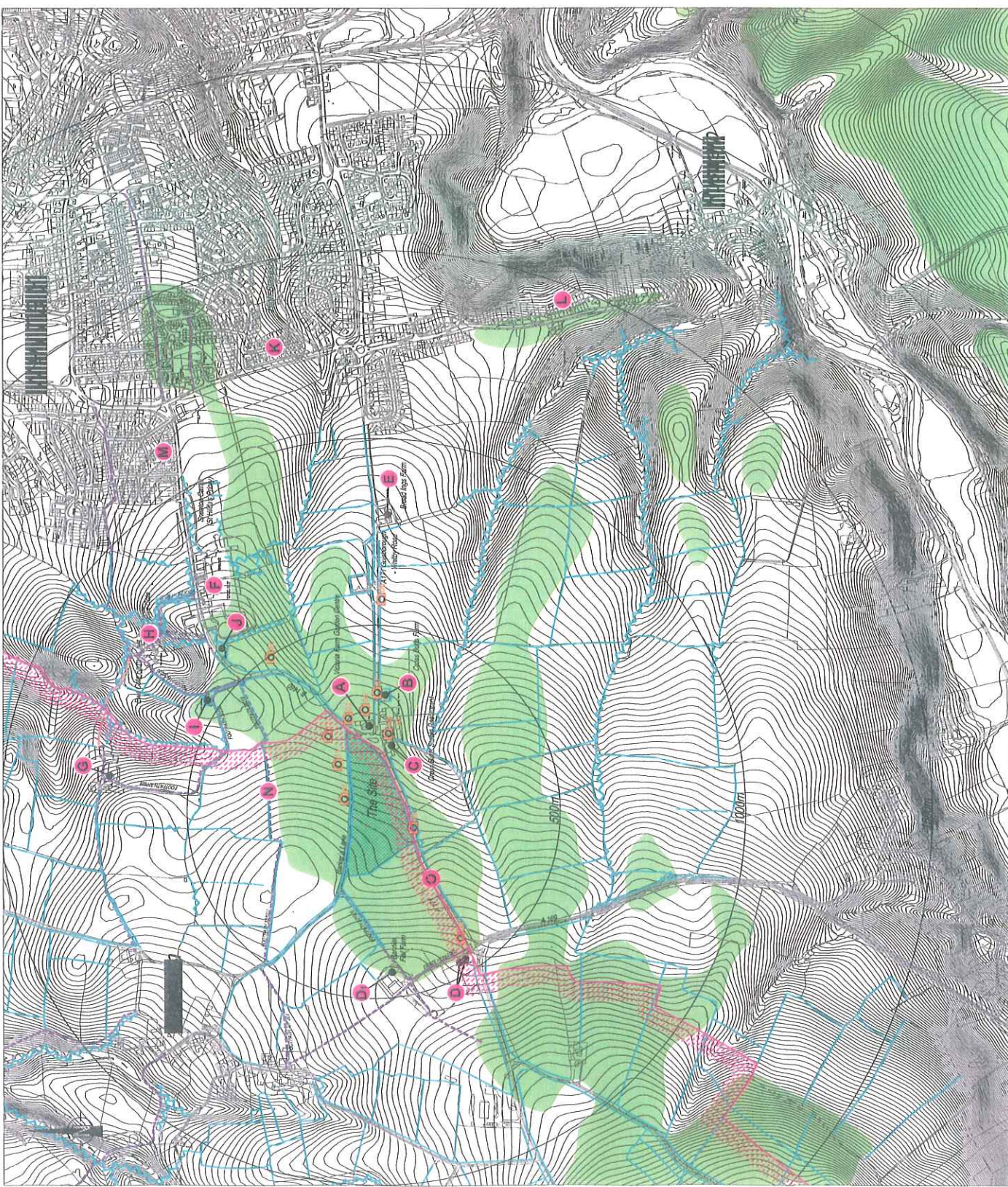
Rev	Description	Chd.	Appd.	Date
A	Lighting ZVI removed due to lighting removed from scheme	NR	NR	03.08.08

Client

Legend

- Zone of Visual Influence
- Major Visual Barrier
- Minor Visual Barrier
- Visual Receptor
- Public Footpath
- Bridleway
- Other Route With Public Access
- Photomontage Locations
- Photograph Locations
- North York Moors National Park

Note: The Zone of Visual Influence (ZVI) has been generated using computer modelling techniques with a receptor height of 1.7m. It has been produced from a 10 metre resolution digital terrain model (DTM) supplied by North Yorkshire County Council and shows landform only, as a result the ZVI shows a 'worse case' scenario and does not take into account any existing intervening vegetation or other visual barriers.





APPENDIX 2

FIGURES 6.1-8.3: REVISED PHOTOMONTAGES

Rev AUG 2008 A

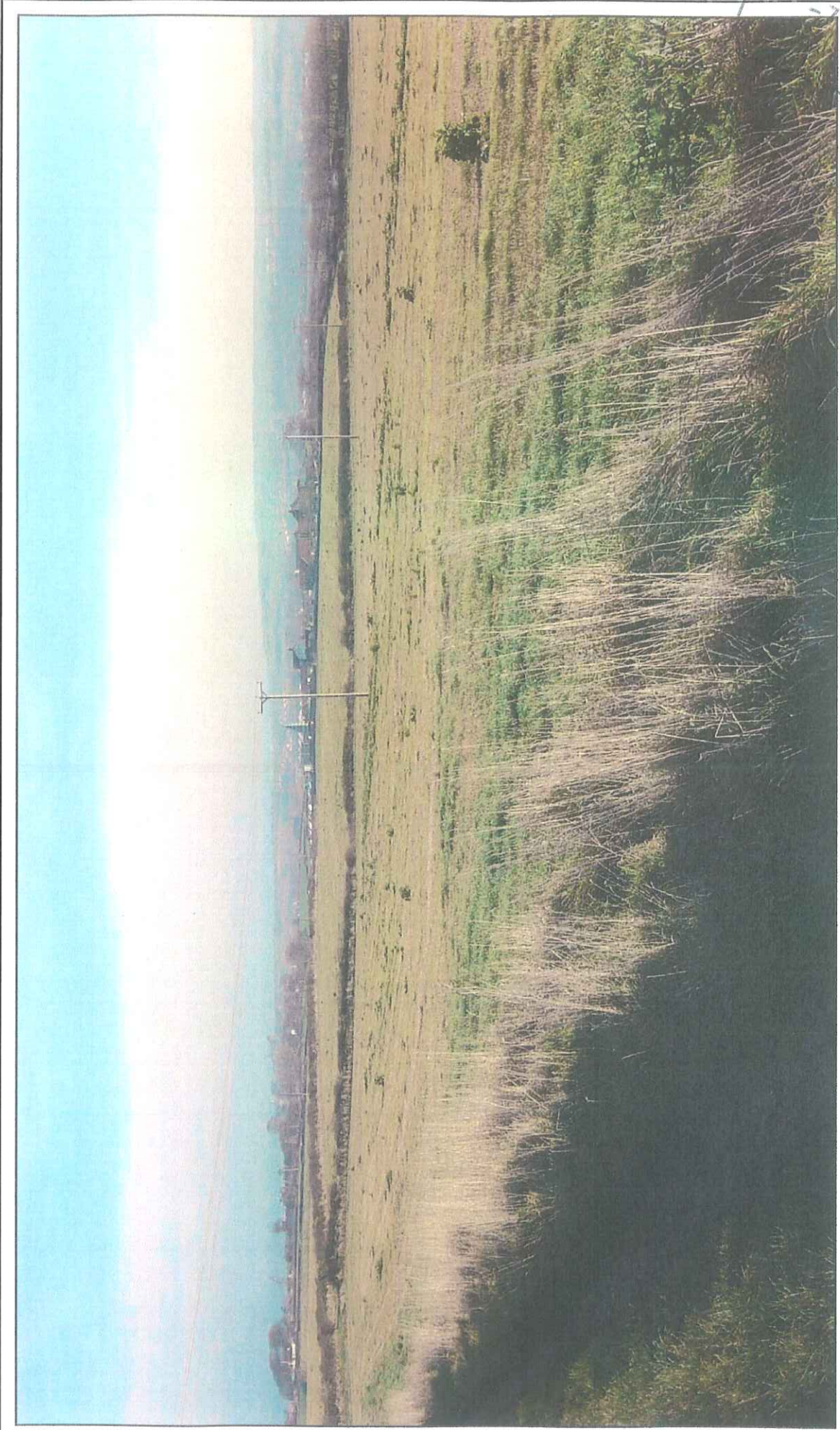
Figure 6.1

Title
WHITBY PARK & RIDE
Viewpoint 1 - Existing view from the footpath
(327005) northwest of the site.

Date	August 08
Project No.	05588358
Created by	G.K.
File No.	582313



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7 AUG 2008

Rev **A**

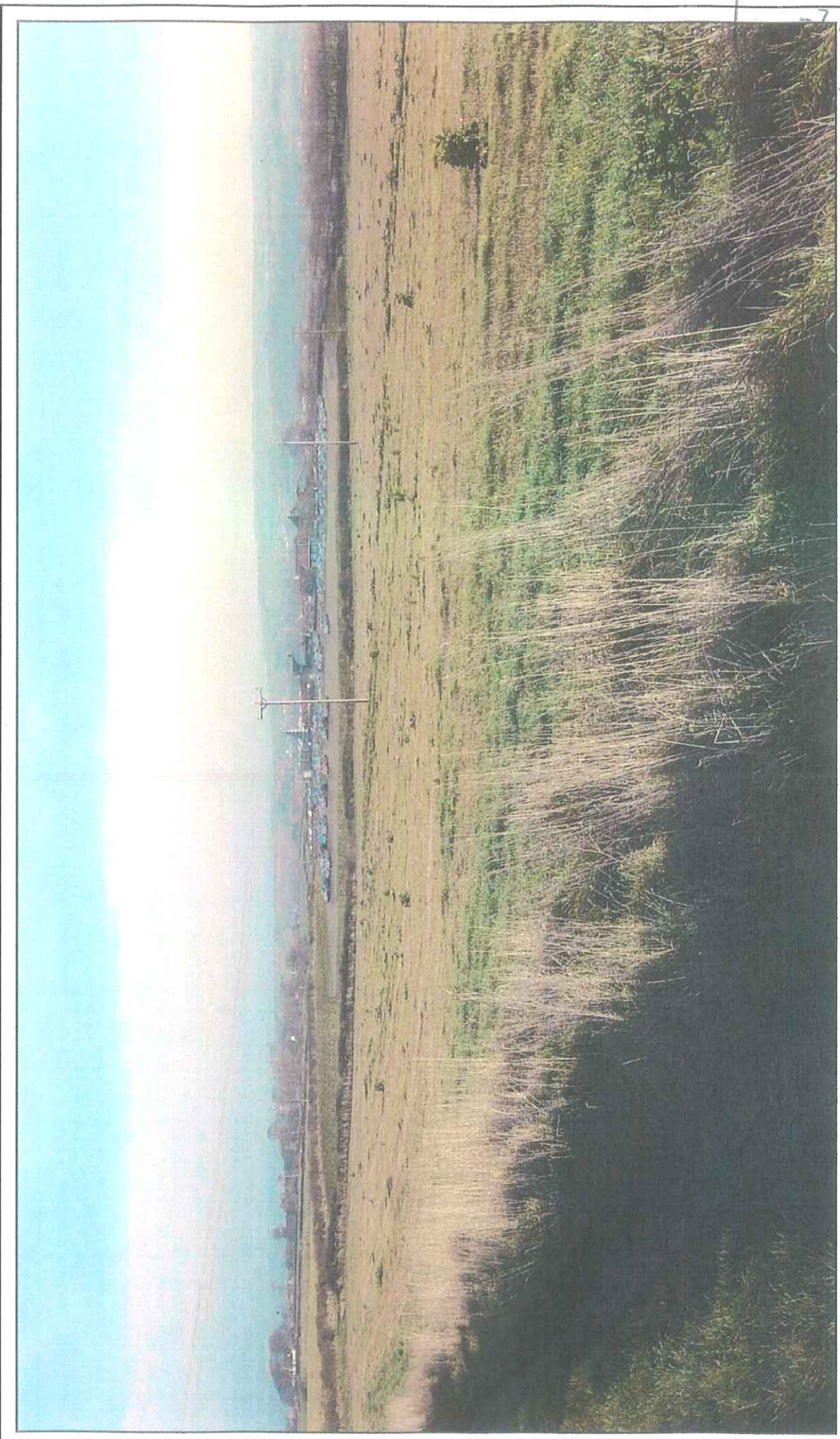
Figure **6.2**

Title
WHITBY PARK & RIDE
Viewpoint 1 - Year 1 view from the footpath
(327005) northwest of the site showing Park
& Ride facility with new Planting.

Date	August 08
Project No.	05588358
Created by	G.K.
File No.	582313



Partnering with



Rev **A**

Figure **6.3**

Title **WHITBY PARK & RIDE**
 Viewpoint 1 - Year 15 view from the footpath
 (327005) northwest of the site showing Park
 & Ride facility with semi mature planting.

Date	August 08
Project No.	05588358
Created by	G.K.
File No.	582313



Partnership with :-
 North Yorkshire County Council






Date	August 08	Title	WHITBY PARK & RIDE	Rev	A
Project No.	05588368	Viewpoint 2 - Existing view from the A171 southwest of the site.		Figure	7.1
Created by	G.K.				
File No.	582314				



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North Yorkshire County Council





Rev
A

Figure
7.2

Title
WHITBY PARK & RIDE
Viewpoint 2 - Year 1 view from the A171
southwest of the site showing Park & Ride
facility with new planting.

Date	August 08
Project No.	05568358
Created by	G.K.
File No.	582314






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 North
Yorkshire County Council

NYMNP



 Partnering with :- North Yorkshire County Council				<table border="1"> <tr> <td>Date</td> <td>August 08</td> </tr> <tr> <td>Project No.</td> <td>05588358</td> </tr> <tr> <td>Created by</td> <td>G.K.</td> </tr> <tr> <td>File No.</td> <td>582314</td> </tr> </table>	Date	August 08	Project No.	05588358	Created by	G.K.	File No.	582314	<table border="1"> <tr> <td>Title</td> <td> WHITBY PARK & RIDE Viewpoint 2 - Year 15 view from the A171 southwest of the site showing Park & Ride facility with semi mature planting. </td> </tr> </table>	Title	WHITBY PARK & RIDE Viewpoint 2 - Year 15 view from the A171 southwest of the site showing Park & Ride facility with semi mature planting.	<table border="1"> <tr> <td>Figure</td> <td>7.3</td> </tr> <tr> <td>Rev</td> <td>A</td> </tr> </table>	Figure	7.3	Rev	A
Date	August 08																			
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Created by	G.K.																			
File No.	582314																			
Title	WHITBY PARK & RIDE Viewpoint 2 - Year 15 view from the A171 southwest of the site showing Park & Ride facility with semi mature planting.																			
Figure	7.3																			
Rev	A																			



Rev **A**

Figure **8.1**

Title **WHITBY PARK & RIDE**
 Viewpoint 3 - Existing view from the A171 east of the site.

Date	August 08
Project No.	05588358
Created by	G.K.
File No.	582315



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Rev
A

Figure
8.2

Title
WHITBY PARK & RIDE
Viewpoint 3 - Year 1 view from the A171 east of the site showing the proposed junction with new planting.

Date	August 08
Project No.	05588358
Created by	G.K.
File No.	582315



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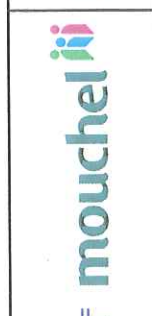


Figure
8.3

Rev
A

Title
WHITBY PARK & RIDE
Viewpoint 3 - Year 15 view from the A171 east of the site showing the proposed junction with semi mature planting.

Date	August 08
Project No.	05588358
Created by	G.K.
File No.	582315



Partnering with :-



APPENDIX 3
NON TECHNICAL SUMMARY
(REVISED AUGUST 2008)



NON-TECHNICAL SUMMARY

Introduction

North Yorkshire County Council (NYCC) is promoting the development of the A171 Guisborough to Whitby Park & Ride facility, located to the east of Whitby town, close to the junction of the A171 and the B1460, in North Yorkshire.

Whitby is a popular coastal resort on the east coast of England. It attracts high numbers of tourists, especially during the summer months. Traffic congestion is a problem in the town centre. The current provision for car parking is not sufficient to match the high demand during peak tourist season. There is very little off-street parking and there are only 2,865 car parking spaces in the town centre

A Traffic Management Strategy has been developed for Whitby in an attempt to reduce congestion and improve tourist access. A key aspect of the strategy is the proposal to introduce a Park & Ride facility which would provide parking on the outskirts of the Whitby and linked public transport into the town, therefore reducing numbers of vehicles needing to enter the town centre.

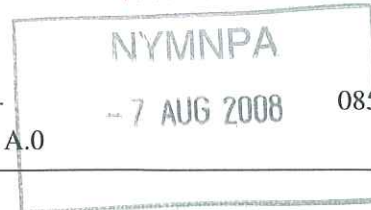
Application for Planning Permission

The site chosen for the Park & Ride facility lies on the edge of the North York Moors National Park. The North York Moors National Park Authority is the Planning Authority and has determined that an Environmental Impact Assessment (EIA) should be undertaken in order to assess whether the scheme would have any significant impacts on the environment. EIA helps to ensure that the importance of environmental impacts is properly understood before a decision is made on whether to grant development consent. It also addresses the capacity for reducing these impacts. This document is a Non-Technical Summary (NTS) of the key findings of the EIA process recently conducted by Mouchel Parkman Services Ltd and Golder Associates (UK) Ltd on behalf of North Yorkshire County Council.

The Proposed Development

The proposal aims to provide significant relief to traffic congestion commonly experienced in the town during peak tourist seasons. The scheme would aim to reduce traffic congestion and associated environmental deterioration in the town centre, with predicted benefits for pedestrians and local residents. The proposed facility located at the junction of the A171 Guisborough Road and the B1460 at Cross Butts, was selected because of its location to the highway network, topography, ease of access and distance from the town centre.

The site is currently an area of open farmland enclosed by hedgerows. A small number of isolated farms and residential properties are situated close to the site, including the settlement of Newholm, approximately 0.9 km to the northwest. The A171 runs along the southern edge of the site and Barkers Lane defines the northern boundary.



The site would cover an area of approximately 4.2 hectares and would provide in the region of 400 car parking spaces, including: an internal road network, an overspill car park to the west, extensive planting, a pond, bus shelter, incorporating toilet facilities, waiting area and tourist information boards. CCTV cameras would be installed for security. A new roundabout would be constructed at the existing A171/B1460 junction. Access to the Park & Ride facility would be off the roundabout.

Planning and Policies

The site is located within the boundary of the North York Moors National Park. The proposed scheme has been evaluated in the light of existing national, regional and local planning and transport policy in order to determine whether the scheme assists in fulfilling the objectives of the relevant plans. It has been determined that the scheme would play a beneficial role in achieving local, regional and national objectives of policies relating to transport, the environment, the tourism industry and general economic development in the town of Whitby and the wider region.

Landscape and Visual Aspects

A Landscape and Visual Assessment of the proposed Park & Ride facility has been undertaken by an experienced landscape architect. The appraisal process has been carried out in accordance with recognised guidelines.

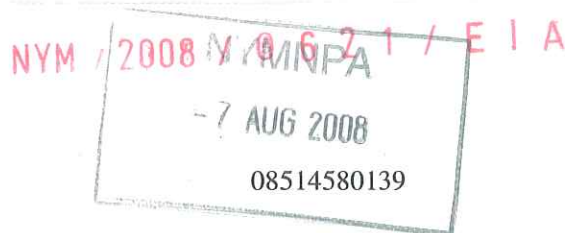
The quality of the existing landscape is considered to be 'good' to 'very attractive' with areas of higher quality landscape to the west and north of the site. However it should be noted that locally there is no discernable difference between the quality of the landscape either side of the National Park boundary.

Overall the landscape surrounding the development area is considered to be moderately sensitive to change; existing development around the junction of the A171 and the B1460 detracts from the rural qualities of the landscape.

The development would result in the loss of 4.2 hectares of arable land and 134 metres of hawthorn hedge. No trees would be affected by the proposals. By contrast the proposals would include approximately 10,000 new native trees and shrubs planted mostly along the northern and western boundaries to screen the development from the National Park.

The lack of houses in the region (or publicly accessible viewpoints) combined with the undulating topography means that the visual intrusion is considered to be very low. The only notable receptors being:

- three isolated properties to the west of the site;
- Victoria Farm to the east;
- sections of the A171 and B1460 immediately adjacent to the site; and
- three public footpaths to the north and west within 500 metres of the site.



These receptors are all within 500 metres of the site, it is predicted that there would be minimal impact beyond this distance and very few views from within the National Park.

It is anticipated that the proposed landform (the parking area will be below existing ground level), combined with the perimeter planting, will, in time, screen the development.

Overall the proposal will have an urbanising effect on the rural landscape; however the impact will be localised and will be largely off-set by the extensive mitigation measures proposed.

Surface Water and Groundwater

These are predicted to be increased flow rates and water quality degradation resulting from the introduction of hard surfaces at the site.

The impacts would be reduced by taking preventative action to regulate flow rates and water discharge quality. This would involve building a balancing pond with interceptors, which act to prevent harmful substances entering watercourses. Impacts would be reduced further by implementing a programme for monitoring of flow rates and water discharge quality. With such measures in place the environmental effect on the quality of the local surface water drainage network is considered to be negligible.

Ecology and Nature Conservation

A habitat and badger survey, along with consultation of species records for the local area, has been undertaken by an experienced ecologist. Consultation with relevant organisations such as English Nature, North and East Yorkshire Ecological Data Centre and North Yorkshire Bat Group has also been undertaken in order to obtain information regarding any designated sites, protected species or other features of nature conservation interest within 1 km of the site.

The site comprises arable land, which is of low ecological value. The field hedgerow boundaries are mostly hawthorn. The hedge along Barkers Lane is more diverse and has some potential ecological value; this would be retained within the development. Presence of badgers has been confirmed on the site and in the surrounding areas. Impacts and mitigation for badger are discussed in a separate confidential report. Other protected species including bats and birds have not been recorded on site, therefore no mitigation is proposed at this stage. The proposed woodland planting, wildflower seeding and marginal planting round the balancing pond will increase the ecological diversity compared to existing. Overall the impact is considered to be neutral.

Cultural Heritage

A desk-based study involving consultation of historic records and maps has been undertaken, in conjunction with a geophysical survey of the site.



A total of 21 cultural heritage sites were identified within the defined Study Area. The majority of the sites are Listed Buildings, and most of these can be found within the hamlet of Ewe Cote, located on the north side of the B1460, c.600 metres to the northeast of the proposed Park & Ride site. The various Sites and Monuments Record databases note a few archaeological sites within the Study Area. There are no registered Historic Parks and Gardens, Historic Battlefield sites, Conservation Areas or areas of National Trust inalienable land within or adjacent to the Study Area. A stone 'trod' (a historic pathway) has been identified along the southern boundary of the proposed development area. These features are common on the North York Moors.

The results of the geophysical survey indicate that features of archaeological origin do survive intact within the proposed development area. These features, however, are common agricultural remains of relatively recent origin, and as such are of limited archaeological interest.

The scheme will have a minor impact on the setting of two Listed Buildings at the Cross Butts Farm, although their integrity will not be compromised and their appreciation and understanding will not be significantly diminished. It is recommended that an archaeologist will oversee earthworks and removal of the trod. It will also be recorded and photographed before removal to create a record and add to archaeological knowledge of the area.

Overall, it is predicted that the proposal will have a negligible effect upon cultural heritage assets.

Air Quality

An assessment of the potential impacts of the development on the local air quality climate has been undertaken.

Construction activities are likely to generate dust, and changes to traffic flows will potentially influence the local air quality.

The primary traffic related pollutants NO₂ and PM₁₀ have been assessed locally at selected sensitive locations for the existing and future scenarios.

During construction and in the absence of mitigation, the closest receptors, located within 0.5 km of the activities will be moderately affected by the site works. For activities located within 1 km the impact is reduced to a minor level. Mitigation measures will be implemented during construction in order to control and reduce dust emissions.

It is also predicted that there would be slight adverse impacts associated with vehicle exhaust emissions of PM₁₀. The impact on receptors located within 200 metres of the site is predicted to be minor. It is not predicted that the addition of a Park & Ride facility will lead to any exceedance of legal air quality objectives. Careful design of road junction will optimise



smooth flow and speed of road traffic on the existing road network and into and out of the Park & Ride facility.

It is predicted that in the future air quality objectives in the Whitby District area will still be met 'with' or 'without' the Park & Ride facility.

Noise and Vibration

An assessment of potential noise impacts has been undertaken at sensitive locations. The assessment considered the potential impacts of noise during the construction phase and operational lifetime of the development.

The existing background noise levels around the site have been measured as a baseline against which any changes can be evaluated. Traffic on the A171 travelling at speed currently dominates the local noise environment.

Predicted construction noise levels at Cross Butts Farm and Restaurant and Victoria Farm and Garden Centre indicate noise levels will be below the suggested target of 75 db (decibels) for most aspects of the construction. Noise levels may for a short time exceed the target during the breaking out and removal of parts of the existing road. Mitigation measures will help to ensure that noise levels are reduced as low as is reasonably practicable.

An assessment of road traffic noise levels has been undertaken using traffic count data and forecasted traffic data. A very small increase in the road traffic flows is predicted for the B1460. Such an increase would not be perceptible. Traffic on the A171 is predicted to decrease slightly, leading to a small reduction in noise level which would also not be perceptible.

Highways and Traffic

The Park & Ride development is part of a consistent strategy for managing parking within Whitby and adheres to all national and local policies and guidelines for such developments.

The development intercepts rather than generates traffic and will have no material impact on highway network beyond the immediate vicinity of the site. The proposed construction of a roundabout at the site entrance is appropriate to the size and nature of the development, and has been shown to be of sufficient capacity to cater for predicted traffic movements from the site and on the A171, through to 2023.

Construction

The construction of the Park & Ride facility is expected to last for nine months. Within the nine month period works on the construction of the roundabout and surrounding highway network are expected to last for approximately two months. During this period there will be some disruption to traffic using the A171 and B1460. Works will be phased to minimise this disruption and to avoid the peak visitor times.

Pedestrians and Cyclists

The Park & Ride scheme will not directly affect any footpaths, bridleways or cycle routes, however, traffic in Whitby would be reduced compared to existing, making the locality a safer and better environment for 'non motorised users'. This secondary impact has not been assessed in detail but will undoubtedly benefit pedestrians and cyclists in the town centre.

Summary and further information

In summary, the findings of the EIA demonstrate that if the mitigation measures are properly implemented and managed, it is predicted there will be **no significant environmental impacts** as a result of the proposed Park & Ride development.

Should you require a copy of the Environmental Statement (paper copies are available at a cost of £100 each and copies on CD-Rom are available at £15 each), or further information relating to this proposal, please contact Neil Leighton at North Yorkshire County Council using the contact details below. Copies of this Non Technical Summary are provided free of charge from the address below.

Business & Environmental Services
North Yorkshire County Council
County Hall
Northallerton
DL7 8AH

Telephone: 01609 532373

