

DONCASTER METROPOLITAN BOROUGH COUNCIL

PLANNING COMMITTEE - 15th March 2011

Application	01
--------------------	-----------

Application Number:	10/02055/CON	Application Expiry Date:	
----------------------------	--------------	---------------------------------	--

Application Type:	Pre-Application Consultation
--------------------------	------------------------------

Proposal Description:	Consultation for the construction of 3km chord linking Askern and Skellow lines over the East Coast Main Line and embankment works along boundaries. In addition, modification to the existing rail infrastructure. Also, consideration of the closure of the existing Joan Croft level crossing.
------------------------------	---

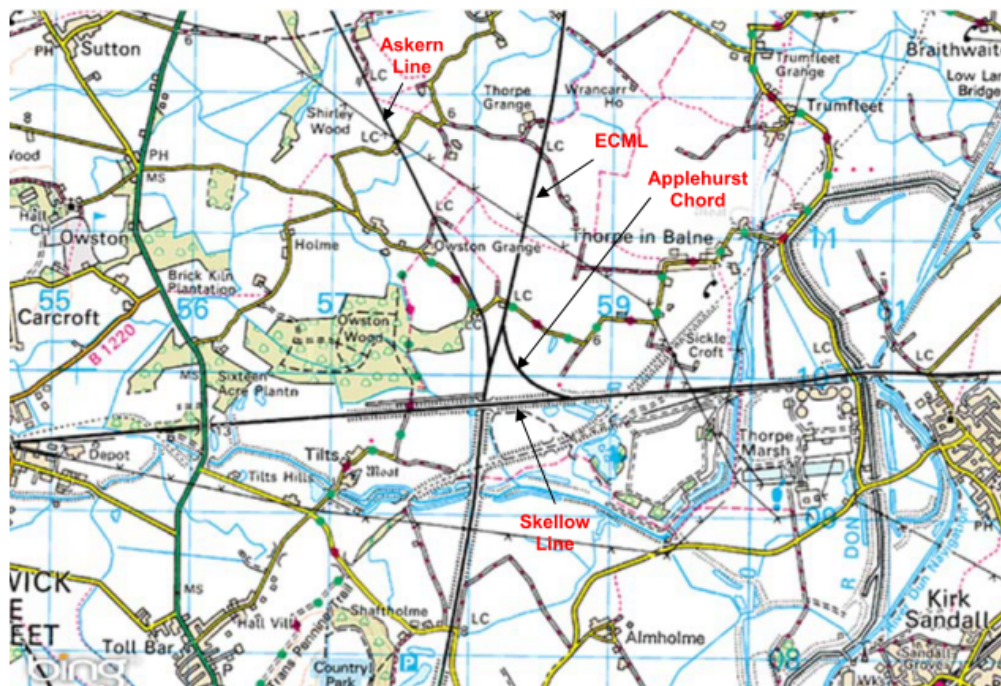
At:	Shaftholme Junction Joan Croft Lane Holme Doncaster
------------	---

For:	Network Rail
-------------	--------------

Third Party Reps:	19	Parish:	Owston Parish Council
		Ward:	Askern Spa

Author of Report	Teresa Hubery / Richard Purcell
-------------------------	---------------------------------

MAIN RECOMMENDATION:	Support proposal with further recommendations
-----------------------------	---



1.0 Reason for Report

1.1 This is a pre-application consultation to inform and obtain the views of the Committee about the proposals for a new railway line, embankment and bridge across the East Coast Main Line (ECML) connecting Skellow and Askern lines and a new road bridge. It is submitted as part of the process to determine this major infrastructure project by the Infrastructure Planning Commission (IPC). The current proposals are subject to change through further negotiation and consultation.

1.2 Permission to undertake the development will be sought through an application to the IPC. The final decision will be taken by the Secretary of State. Doncaster MBC, as the Local Planning Authority, is only a consultee and this is a pre-application consultation. As such the Council cannot grant or refuse planning permission. The Committee is therefore required to pass comments on aspects of the proposal and any matters that it feels should be considered before an application is made. An opportunity to comment formally on the application will be available when the application is submitted later this year.

1.3 Due to the size and nature of the development an Environmental Statement (ES) is required in accordance with schedules 2 and 3 the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. This will be submitted to the IPC as part of the application.

2.0 The Proposal

2.1 This proposal seeks construction of a 3km chord linking Askern and Skellow lines over the East Coast Main Line (ECML) including embankment works and modification to existing rail infrastructure. The applicants, Network Rail (NR) have also proposed to provide a road bridge over the ECML to the north of Joan Croft level crossing.

2.2 The proposal will include the railway line being constructed on a grass sided embankment on each side of the ECML. The bridge will be 7.7m high at its highest point. By preventing vehicles crossing the Joan Croft level crossing and building a bridge across the line the clearances for the over head electric cables are 1.3m lower than they are at present. As a consequence the height of bridge is 1.3m lower than it would otherwise be and the length of the rising railway line and embankments will be shorter.

2.3 The proposed construction is expected to take 18 months. The proposed commencement of the construction is unclear as is the start date of the operation of services. No details have yet been given with regards the construction methods, workforce number, quantity and source of materials, frequency and number of deliveries or working hours.

2.4 Two access routes are proposed to serve the construction site. East of the ECML – access is proposed via a combination of rail and road. The bulk infill material is proposed to be delivered by rail into a siding located at Thorpe Marsh power station. The fill material would be transported to the working areas on wagons routed on Field Station Road and via Applehurst Lane level crossing. West of the ECML – Various option routes have been part of NR's consultation. The preferred option is for access via the A19 from the M62 motorway then along Rockley Lane which, would operate as a one-way system for construction traffic and to provide passing places to allow normal traffic to continue to use Rockley Lane safely. The one way system would operate via Rockley Lane and out via Holme Lane which makes best use of existing roads and is the easiest and safest way to manage traffic and minimise impacts on hedgerows and biodiversity.

2.5 Once the chord is operational, this will provide a direct rail link between the Skellow and Askern lines, north of Doncaster station and will remove Humber Ports Coal freight traffic to the West Yorkshire power stations from the ECML. Once, the road bridge is operational this would enable the closure of the Joan Croft level crossing.

3.0 The Need of the Proposal

3.1 Shaftholme Junction is a key junction on the increasingly popular ECML. The line runs between London and Scotland and Shaftholme Junction is the point at which freight trains join the busy passenger line.

3.2 Over the past decade there has been a 35% increase in passengers travelling between Doncaster and York and a massive 60% increase in the amount of freight carried by rail across the UK.

3.3 At present, slow moving coal traffic from Immingham interacts with the ECML at Shaftholme and Joan Croft Junctions just to the north of Doncaster. These existing junctions are not currently aligned and as a result the rail freight uses 15 miles of the ECML, a high speed passenger line, before reaching the Aire Valley power stations. This causes a bottleneck at Shaftholme Junction and is a restriction to the growth of the freight and passenger services.

3.4 The new railway joins the Askern line, approximately 150m south of the Haywood level crossing, and the Skellow line approximately 500m after the Applehurst Chord, close to the Applehurst Lane level crossing. A multi-span steel viaduct structure is proposed to be used for the twin track railway to cross Joan Croft Lane and the ECML.

3.5 There is also an environmental case for getting more freight off local roads onto rail and thereby further increasing the demands made on the rail network which cannot be catered for on this Doncaster – York section.

4.0 Community Consultation

4.1 Under the Planning Act 2008 (Chapter 29, Section 42), it is the applicant's duty to consult Local Authorities, land owners, local community and any other people having an interest in the proposal. The applicant also has a duty to publicise the proposal.

4.2 In preparation to submit the proposals to the IPC, NR is also required to prepare a Statement of Community Consultation (SoCC). This has been produced with Officer's input.

4.3 NR has carried out 2 stages of consultation, June 2010 and October 2010 including stakeholder and public workshops. Project meetings have taken place with Officers in October, November and December 2010 to update all parties on proposal issues.

4.4 The Planning Officers also met with the IPC and NR, to discuss their process and the role of the IPC. Officers have also delivered training to Planning Committee on 14th December 2010 on the role of the IPC.

5.0 Representations

5.1 At the time of writing this report, 19 representation letters have been received to the Authority. The letters do not object to the overall scheme and the reason for the development and the writers accept that the scheme has a number of national strategic benefits but the letters raise concerns and issues with regards the proposed road bridge and closing of Joan Croft level crossing, the increased down time on level crossings from the increased rail freight and the lack of highway improvements for the proposed construction routes.

5.2 The concerns in relation to the proposed road bridge over Joan Croft level crossing state that this will greatly increase the amount of traffic using Rockley Lane, Holme Lane and Middle Lane as the road bridge will encourage extra traffic on this route because of the reduced delay compared with other level crossings in the area. When the bridge is built and operational it is envisaged to be used as a short cut through the rural roads. The increase in traffic would it is claimed, also be dangerous to both residents and road users in general.

5.3 There is also a public concern that because the road bridge has been designed with a specification of 30mph that the proposed speed limit will not be adhered to and the bridge will cause the lane to become a 'rat run'.

5.4 The concerns raised with regards the construction traffic include the lack of improvements to the junction of Rockley Lane, A19, Sutton Road and Stocksbridge Lane. The junction is claimed to be a notorious accident spot and the increase of traffic caused by haulage will exacerbate the problem.

5.5 There is a growing concern that the construction traffic will not adhere to the designated route and drivers will follow a quicker and cheaper route causing problems on the surrounding roads and their communities.

6.0 Parish Council

6.1 Owston Parish Council has forwarded comments which state that it does not support the introduction of a road bridge and would prefer to have the crossing closed due to the increased traffic which is envisaged to descend on existing rural routes and may potentially increase accidents and traffic incidents within the area. That the road bridge will damage the environment permanently. Also, that the road bridge is a solution to NR and not to be built for the benefit of local residents. The Parish Council have also given their preference as 'option 1' for the proposed construction route but having concerns with the lack of permanent improvements to the junction of Rockley Lane, A19, Sutton Road and Stocksbridge Lane.

7.0 Relevant Consultations

7.1 Consultation with internal departments was sought in June 2010. Statutory consultees' were consulted by the IPC in July 2010, when the Scoping Opinion was submitted. Comments received by the Planning Authority were forwarded onto the applicants. Since this time, meetings have been held with relevant parties to discuss issues and concerns raised.

7.2 DMBC, Natural Environment – Tree and Hedgerows Resolved that a desktop assessment of the route indicates that the project could result in a significant loss of hedgerows and trees (individuals and groups within hedgerows and on operational land) and could also impact on hedgerows, trees and woodland on adjoining land. This will occur both as a result of land-take and from construction impacts (haul road installation and material storage areas).

The impacts on trees and hedgerows have been discussed in further detail with Network Rail and there has been a commitment to design-out conflict wherever possible; protect trees and hedgerows adjoining development; fully record any hedgerows that cannot be avoided and replace as authentically as possible on completion of works; and provide a comprehensive planting scheme to mitigate losses where they cannot be avoided and help screen wider landscape views of the chord and viaduct.

7.3 DMBC, Built Environment – Design and Conservation The Listed buildings that could be most affected by the proposals are those at Thorpe in Balne (Poplar Farmhouse and the Chapel at Manor House Farm). The impact on these buildings, and on the setting of the Scheduled Monument at Manor House Farm, should be particularly carefully assessed. Views from Listed buildings at Haywood, though more distant, may also be affected.

7.4 DMBC, Natural Environment – Visual Landscape In general terms the scoping report forms a basis for carrying out Landscape and Visual Assessments. The submitted methodology appears to be in accordance with accepted practice. A major concern would be the impact of the development on the Trans-Pennine Trail during construction. As a result the route of the trail would need to be diverted. Meetings have been held since the submission of the scoping report to discuss these concerns and issues.

The scoping report sets out the principles for landscape and visual impact assessment which will consider impacts of the development at three stages: during construction; one year after completion of the scheme and 15 years after completion in order to assess the scheme after mitigation planting has matured. The potential impacts during construction will consist of the visual effects associated with construction traffic, removal of vegetation (in particular trees and hedgerows) and removal of public realm i.e. potential access to the countryside. The operational impacts will consist of the visual effects associated with additional freight traffic, visual effects resulting from the construction of railway embankments and structure of the flyover and changes in the overall landscape character.

It is anticipated that the scale of the project will result in significant loss of farmland, hedgerow, trees and woodlands; as a consequence the ES should identify opportunities for planting that will substantially compensate for loss of these features and which will enhance the character of the landscape. Such measures could include woodland planting on the proposed embankments, replacement of trees, hedgerow and ditches, and creation of woodland within areas of land less viable for agriculture. The design of the bridge should aim to be of quality design and should respond to its setting in the landscape. Indirect element associated with access such as haul routes, closure of the level crossing. Other impacts such as storage of materials on site and traffic should also be considered and their impacts assessed.

7.5 DMBC, Natural Environment – Ecology It is advised that bat, water vole and great crested newt surveys are carried out. The ES should include a thorough assessment of how the proposed works might impact local wildlife sites in the surrounding area. Details should also be included of how any negative impacts will be mitigated or compensated.

The ES should also include details of enhancement measures that will be incorporated into the proposed works, which deliver Local Biodiversity Action Plan objectives or targets.

7.6 DMBC, Drainage Engineer Resolved through correspondence that Network Rails latter response appears to be acceptable. Network Rail are in full consultation with the Dun Drainage IDB regarding Land Drainage matters therefore no further comments are required.

7.7 DMBC, Highways Development Management The Highways Officer has examined in detail the highway implications of the proposed development. While it is appreciated that the number of heavy vehicles visiting site are not insignificant, the operation in respect of the construction of the Doncaster Chord, is short term. The proposals include for improvement to be carried out at the junction of Rockley Lane with A19 and Holme Lane with A19 together with localised passing bays to be provided along the haul route. These improvements are considered consistent with the level of projected traffic use and together with strict regulation of vehicle routing to and from site are, on balance, sufficient to mitigate the affects of traffic on the local highway network over the construction period.

In regard to the proposal at Joan Croft. The proposal here is to construct a new bridge over Joan Croft Level crossing. The reasons for the bridge have been explained previously in the report. In highway terms, there is no objection to a bridge at this location on the highway network. Technical assessment has demonstrated that while the bridge is likely to increase the use of the road link between A19 and Thorpe in Balne, the likely increase in the number of vehicles attracted to it would be modest, and that those numbers or increase in use of the local highway network could not reasonably be translated into a valid highway reason to oppose the proposal.

7.8 DMBC, Pollution Control (Contaminated Land) Have confirmed that the site would require to be fully risk assessed from a human health point of view, which should concur with recommendations made in the ES.

7.9 DMBC Pollution Control (Air Quality) There is some unpublished air quality monitoring for some of the areas affected/near to the development. The Council requires this data to be used where appropriate - the applicants are advised to contact directly for that information. Also, it is requested that details for any diesel locomotives be provided before the agreement that no further noise assessments are necessary. Details of any increased movements of diesel locomotives on the lines in Doncaster close to the screening levels should be also included.

8.0 Relevant Policy and Strategic Context

8.1 Planning Act 2008, Part 6, sets out primary legislation which establishes the IPC or relevant Secretary of State and the basic procedures and guidance for them to consider and to take into account the guidance when making a decision. The IPC are required to act in accordance with Government policy as set out in National Policy Statements (NPS). The IPC will consider matters including how well the proposal fits with the relevant designated NPS, other relevant policies including draft NPSs, and whether the proposal will have significant impacts which cannot be sufficiently mitigated. At this time, no NPS or draft NPS for rail have been issued therefore the proposal will be decided by the Secretary of State.

8.2 If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, Section 38 (6) to the Town and Country Planning Act (as amended by the 2004 Act) states that the determination must be made in accordance with the development plan unless material considerations indicate otherwise. The applicants have been advised that the following policies and statements should be addressed in the Planning Statement submitted with the application.

The Development Plan Policies

National Guidance

Planning Policy Statement 1 - Delivering Sustainable Development
Planning and Climate Change - Supplement to PPS1
Planning Policy Statement 4 - Planning for Sustainable Economic Growth
Planning Policy Statement 5 - Planning for the Historic Environment
Planning Policy Statement 9 - Biodiversity and Geological Conservation
Planning Policy Statement 13 - Transport
Planning Policy Guidance Note 14 - Development on Unstable Land
Planning Policy Statement 23 - Planning and Pollution Control
Planning Policy Statement 24 - Planning and Noise
Planning Policy Statement 25 - Development and Flood Risk

Regional Planning Policy - (The Yorkshire and Humber Plan -Regional Spatial Strategy to 2026)

Section 13 – Regional Transport, Policy T4 – Freight

Local Planning Policy - (Doncaster Unitary Development Plan 1998)

ENV1 – Green Belt Designation
ENV2 - Countryside Policy Area Designation
ENV3 – Green Belt Policy Area
ENV4 - Countryside Policy Area
ENV16 – Development Involving Agricultural Land
ENV17 – Areas of Special Landscape Value
ENV18 – Landscape Conservation
ENV34 - Setting of Listed Buildings
ENV53 - Design of New Buildings
ENV60 - Landscaping in New Developments
T5 - Highways Safety
T32 - Transport Facilities
T33 - Rail Network and Freight Movement
T38 - Public Rights of Way
T40 – Development of Public Rights of Way
T41 – Diversion of Public Rights of Way
T44 – Trans Pennine Trail
PU4 - Groundwater
PU5 - Land Drainage
PU6 - Watercourses

9.0 Planning Issues and Discussion

In this case the main issues relate to:

- i) The Principle of the Development
- ii) Landscape and Visual Impact
- iii) Highways and Traffic

Principle of Development

9.1 National

The main objectives of national policy for modes of transport are to integrate planning and transport to promote a more sustainable transport choice both for carrying people and freight.

9.2 Regional

At the regional level the Regional Spatial Strategy (RSS) sets out policies relating to transport uses, investment and management. In particular, Policy T4 (Freight) states that the Region will develop an integrated freight distribution system that makes the most efficient and effective use of all modes of transport subject to environmental considerations.

9.3 Plans, strategies, investment decisions and programmes should maximise the use of rail or water for freight movements to and from new and existing developments and significant change of use and recognise the contribution these modes can make to the transportation of bulk materials including waste.

9.4 Local

At the local level the proposed site is located in the Green Belt (GB) to the west of the ECML and Countryside Policy Area (CPA) to the east of the ECML as designated in the Doncaster Unitary Development Plan (UDP). Policy ENV1 and ENV2 states the Council's general commitment to protecting the GB and CPA from inappropriate development and policies ENV3 and ENV4 sets out the development management criteria applying to it.

9.5 Policies ENV 3 and ENV4 sets down the Borough Council's overall development management policy within the GB and CPA which have equal force. However, there is a general assumption against inappropriate development within GB and as such developments will not be approved except in very special circumstances. Developments in CPA are based on the guiding principle that development in the countryside should both benefit economic activity and maintain or enhance the environment. Although the proposed development does not fall within the uses normally allowed in the GB and CPA, the main thrust of ENV3 and ENV4 is to ensure that new development should not prejudice by reason of its nature, scale, siting or design the purposes of the GB and CPA. Consideration therefore needs to be given to whether there are special circumstances to warrant approval contrary to policies ENV3 and ENV4. Special circumstances in this instance could include that the development is the only place to provide a direct link between Skellow and Askern lines to reduce volumes of freight traffic on the ECML as well as other economic and environmental considerations.

Landscape and Visual Impact

9.6 Setting of Listed Buildings and Archaeology

The setting of a listed building is often an essential feature of its character. The visual merits afforded by listed buildings are often partly the result of the position they occupy in the town, village or countryside. The juxtaposition of other buildings, trees or other landscape features and views can all be extremely important. Developments which close off important views of the buildings or which detract from its immediate environment will be resisted.

9.7 The scoping opinion submitted has been assessed and it is suggested the Planning Statement and Environmental Statement takes account of the views to and from the listed buildings. The listed buildings likely most to be affected by the proposals are at Thorpe in Balne (Poplar Farmhouse and the Chapel at Manor House Farm). The impact of the proposals on these buildings, and on the setting of the Scheduled Monument at Manor House Farm, should be particularly carefully assessed. Views from Listed buildings at Haywood, though more distant, may also be affected.

9.8 It is also recommended that South Yorkshire Archaeology Service and English Heritage is consulted in respect of the archaeological and heritage impacts of the proposed works, including the haulage road options, on what is generally an archaeologically-sensitive area. Given account of the above if the ES takes account of the surrounding historic buildings and environment then policy ENV 34 of the UDP would be complied with.

9.9 Visual Amenity

The UDP states that new developments involving significant construction work will be required to provide a comprehensive scheme of hard and soft landscaping in terms of the scope, design, quality, techniques and maintenance. As part of the submission an ES would be required to detail the Landscape and Visual Impact Assessment (LVIA). This assessment should be drawn on DMBC's Landscape Character Assessment and Capacity Study of Doncaster. Within the LVIA the process should be divided into four broad areas, a baseline assessment, and consideration of potential impacts, mitigation and an assessment of residual effects. A landscape character and capacity assessment of Doncaster MBC was carried out by ECUS in 2007 which the reviewed changes in the landscape and updated character types into landscape character areas. The study examines the capacity of the landscape to accommodate various types of development including housing and strategic employment; however, it does assess impacts on the landscape such as infra-structure works such as bridges or proposed railways.

9.10 The proposed development lies predominantly in landscape character area F2 Owston to Sykehouse Settled Clay Farmlands but also affects Tollbar Settled Clay Farmlands and E2 West Don and Dun River Carrlands. These landscape character areas are predominantly flat and low lying and are characteristic of the Humberhead levels. Thorpe Marsh Power Station and Power line currently dominate the landscape of E2 West Don and Dun River Carrlands and other landscape character areas within Doncaster. The area where the proposal is to be located is predominantly rural, with surrounding land used mostly for agricultural purposes.

9.11 Due to the nature of the scheme and relatively undeveloped nature of the area, it is considered that the construction of the project will have an effect on the visual appearance of the local landscape and needs to be carefully assessed. Minimising the visual impact by reducing the height of the embankment and bridge by closing Joan Croft level crossing and lowering the overhead lines should be welcomed subject to proper consideration of the highway effects of constructing the road bridge.

9.12 During meetings with NR it has been agreed that all landscaping which is required in order to mitigate against the impact of the scheme is to be agreed upon prior to the development consent application being submitted to the IPC. This is intended to be agreed in the next round of public consultation (March/June 2011). Mitigation would be required to soften the appearance of the chord structure. It would then accord with ENV 17, 18, 53 and 60 of the UDP.

9.13 Trees and Landscaping

It is important to consider the protection of existing trees, hedgerows, wetland, habitats and other natural landscape features. The proposal will be required to ensure that there is not any unnecessary loss of trees or hedgerows.

9.14 It has advised that the ES should therefore identify the conflicts with trees and hedgerows and identify alterations to avoid or reduce the impact wherever possible; identify opportunities for planting that will mitigate for the loss of hedgerows and trees and which will enhance the character and appearance of the landscape in the long-term; and take account of Natural Environment and Rural Communities (NERC) Act duty by using locally occurring species wherever possible in planting schemes.

9.15 Ecology and Wildlife

Various policies within the UDP protect wildlife and species. Some animals such as bats and badgers are also protected by their own legislation. The presence of a protected species is a material consideration in considering development proposals which are carried out which would be likely to result in harm to the habitats.

9.16 The proposals should fully address the needs of protecting and enhancing biodiversity. Water voles are widespread in Doncaster and may be found in some of the ditches that will be impacted by the construction of the proposed development. It is recommended that a survey is carried out on any wet ditches within the development footprint. As part of this an assessment of the potential for the works to isolate any water vole populations should also be undertaken. Appropriate mitigation should also be designed. It is suggested that bat surveys should be undertaken to assess the impact of the development on bat foraging and commuting routes. In addition there appear to be numerous mature trees within the development footprint that have the potential to support bat roosts. Sufficient surveys should be undertaken to ascertain the presence or absence of roosting bats in any of these trees.

9.17 The Yorkshire Wildlife Trust have commented and would like potential impacts on the Thorpe Marsh reserve to be considered by the ES. Issues such as disturbance, pollution of ponds and watercourses could affect the wildlife reserve. There may also be cumulative impacts if the works coincide with developments at the Thorpe Marsh power station where there is also a current planning application.

Highways and Traffic

9.18 Highways and Transportation

The use of the rail network for movement of freight, particularly where large volumes are involved, can offer significant advantages in terms of speed and the avoidance of traffic congestion. There are also significant environmental benefits possible by reducing the number of Heavy Goods Vehicles on roads, particularly where they would pass through sensitive areas such as residential areas in terms of noise and pollution. UDP policies take account for this when proposals are being considered.

9.19 Having assessed all the highway and traffic information supplied and following on from extensive meetings with the applicants it is recommended that the proposals during construction and afterwards can be agreed subject to strict regulation of construction traffic, and the monitoring for damage and repair of the highway network throughout the period of construction.

9.20 Residential Amenity

Proposals which could be expected to generate a significant number of commercial vehicle movements should be located so as to have easy and direct access onto strategic route networks avoiding journeys through environmentally sensitive areas such as residential areas, so that traffic generated does not create adverse impact on unsuitable roads.

9.21 The Planning Statement and ES should consider the long term impact the proposal may have on the residential amenity on dwellings along Rockley Lane and Holme Lane resulting from the road bridge crossing.

9.22 Public Rights of Way

Public rights of way provide a valuable resource for both residents and visitors of Doncaster. In order to protect these networks the Council seeks to maximise their potential.

9.23 The surrounding area consists of Public rights of way, Bridleways and Trans Pennine Trail. It is accepted that diversions may be necessary to divert the route from the preferred route in order to meet commitments to ensure a continual route is available, both in the short term and long term.

9.24 The Transportation Assessment should include details of any re-routing required for the development, indicating short term and long term routes. The statement should also include any mitigation measures.

10.0 Summary and Conclusion

This proposal which seeks to construct a 3km chord linking Askern and Skellow railway lines over the ECML including embankment works and modification to existing rail infrastructure and the inclusion of the road bridge over the ECML to the north of Joan Croft level crossing is progressing in a satisfactorily based on the information so far available. Support is expressed to the chord being lowered to enhance the visual impacts the structure will have.

To have a complete understanding of the proposal and its impact the LPA requests that further information and clarification is required within the planning application documents which are to be submitted to the Infrastructure Planning Commission.

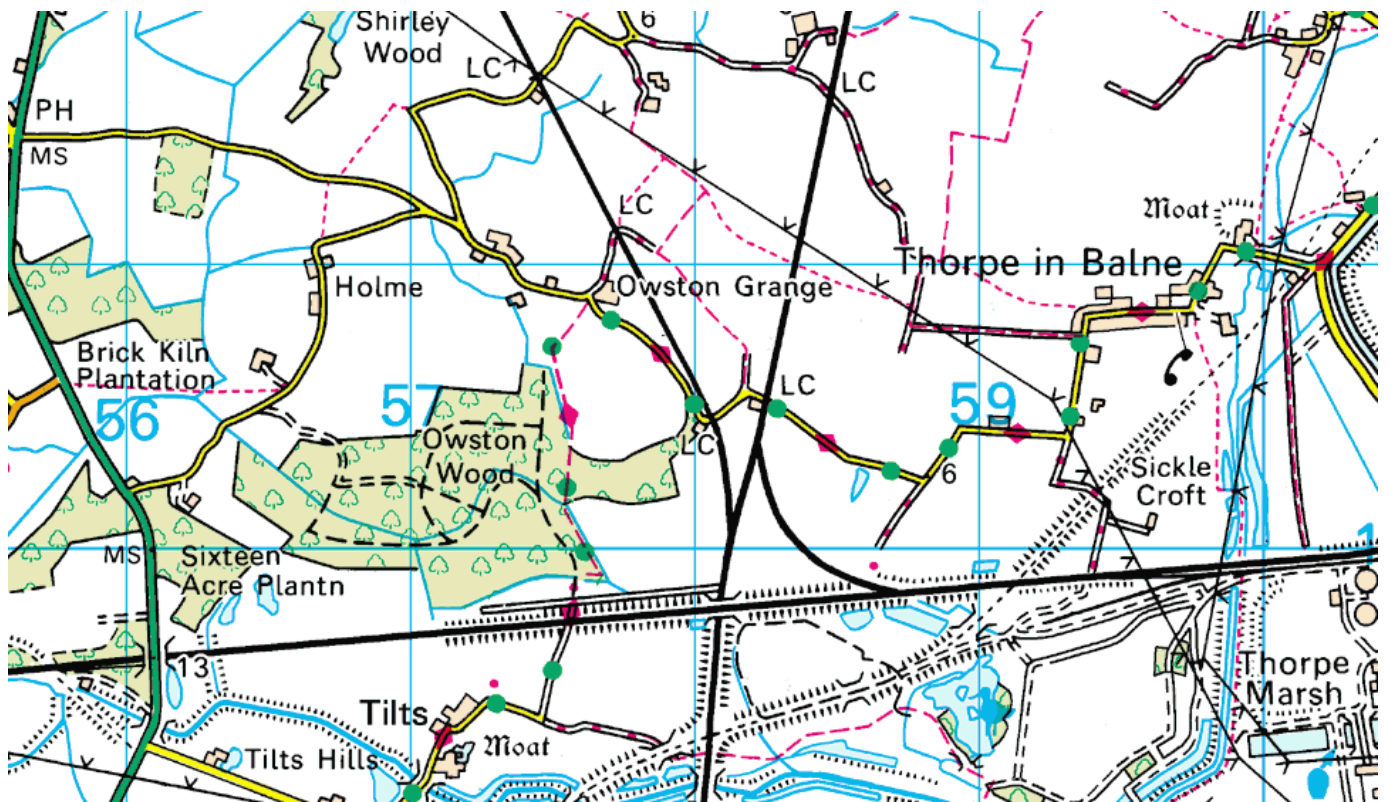
The above objections, considerations and resulting recommendation have had regard to Article 8 and Article 1 of the First Protocol of the European Convention for Human Rights Act 1998. The recommendation will not interfere with the applicant's and/or objector's right to respect for his private and family life, his home and his correspondence.

11.0 Recommendation

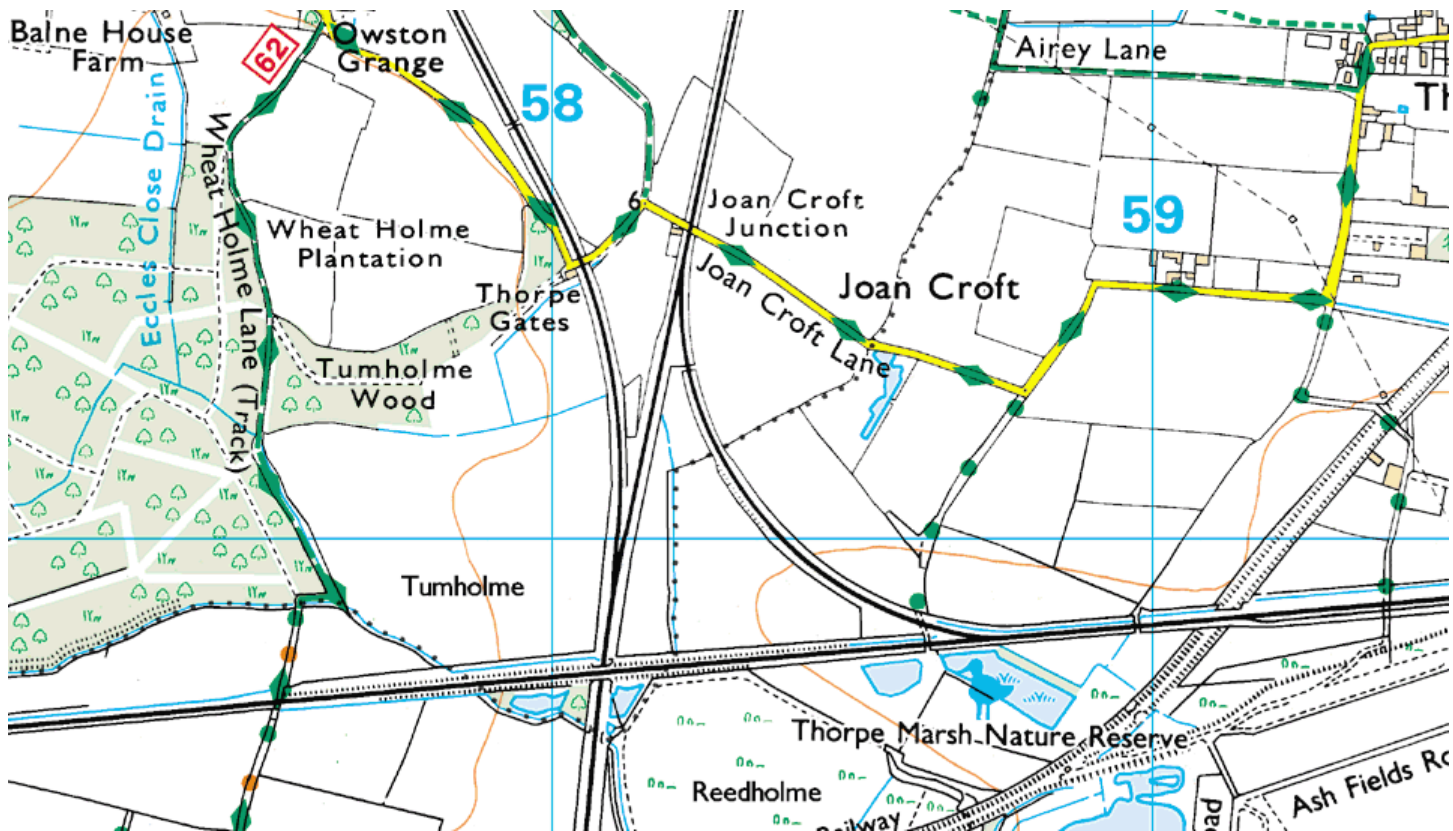
THAT THE COUNCIL AUTHORISES THE HEAD OF DEVELOPMENT MANAGEMENT TO INFORM THE INFRASTRUCTURE PLANNING COMMISSION THAT IT SUPPORTS THE PROPOSED DEVELOPMENT SUBJECT TO THE FOLLOWING RECOMMENDATIONS:

- **The application documents to be submitted to the IPC should include information with regards the special circumstances for this development given its location within Green Belt and Countryside Policy Areas.**
- **The ES should have regard to surrounding listed buildings and archaeological and heritage impacts and their environment given the impacts the proposal may have.**
- **The ES must include a full landscape assessment of mitigation measures to soften the appearance of the chord and road bridge structures.**
- **The ES must include further details on the impacts on trees and hedgerows and include a comprehensive planting scheme to mitigate the losses and help soften the wider landscape views.**
- **The ES must include a full assessment of the impacts on protected species and other wildlife within site and it's the surrounding areas.**
- **The Planning Statement and Transportation Assessment should clearly identify the expected traffic generation along Rockley Lane and Holme Lane both during and after construction to include its affect on residential amenities.**
- **The Transportation Assessment should include details of any disruptions made to public rights of way, bridleways and Trans Pennine Trail including mitigation measures during and after construction.**

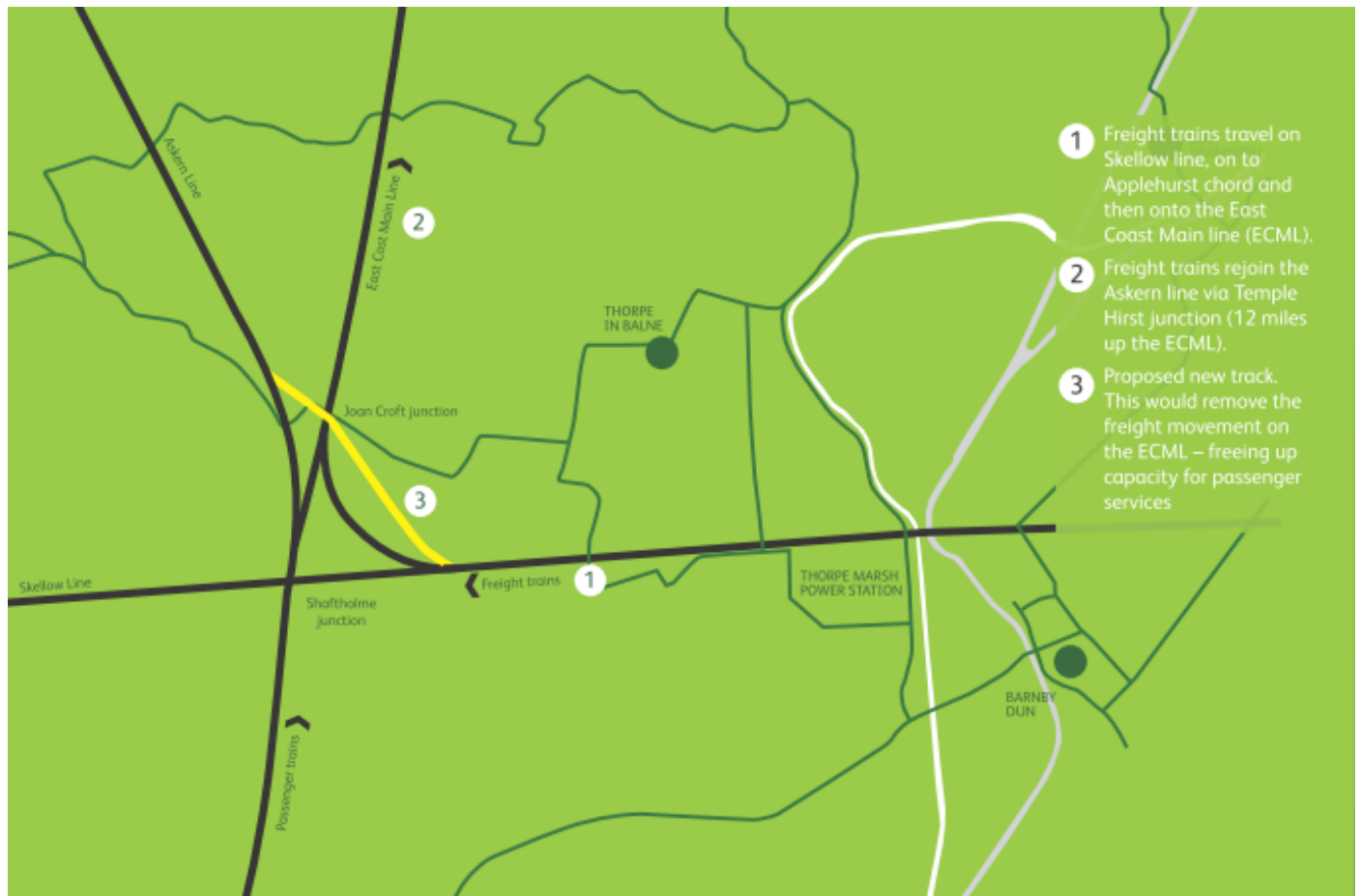
Appendix 1 – Location plan



Appendix 2 – Site Plan



Appendix 3 – Proposed new track



Appendix 4 – Photomontage of proposed Chord



Appendix 5 – Proposed Construction Routes



Option 1

The preferred option is a one way system via Rockley Lane and out via Holme Lane

Benefits

- > Makes the best use of local roads by using existing transport infrastructure
- > Easiest and safest way to manage the traffic
- > Avoids regular road trips into Barnby Dun
- > Minimised impact on hedgerows and biodiversity



Option 2

Another option we have looked at is a dedicated haul route via Rockley Lane, and Storrs Lane

Benefits

- > A safe way to manage traffic



Option 3

The final option is via a dedicated haul route from the A19 to Holme Lane

Benefits

- > Avoids tight junction at the A19
- > Uses existing roads

Appendix 6 – October 2010 Consultation Update, including road bridge proposals



Appendix 7 – Photomontage of proposed road bridge

