

Water and Environment Management Framework
Lot 3 – Engineering and Related Services

River Foss Flood Storage Area
Transport Statement
Addendum
May 2020



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1. Introduction

1.1 Purpose

- 1.1.1 This document is an addendum to the Transport Statement submitted with the original applications to Ryedale District Council (ref: 19/01263/MFULE) and City of York Council (ref: 19/02463/FULM) seeking full planning permission for a Flood Storage Area on the River Foss.
- 1.1.2 The document contains revised and updated details of the nature and management of the construction traffic associated with the development.
- 1.1.3 The revisions to the document were initiated by comments made by North Yorkshire County Council (NYCC) highways office in their consultation response.
- 1.1.4 Following these comments a review was undertaken by the applicant of the construction material requirements of the scheme given that the scheme was no longer able to proceed on the originally envisaged timetable partly due to delays that have and will result from the national COVID-19 emergency.
- 1.1.5 This document supersedes the applicant's response submitted in response to the NYCC highway consultation comments and updates the appropriate parts of the originally submitted Transport Statement as discussed further below.

2. Impact of Scheme Delays

- 2.1.1 The applicant's review concentrated on the need for the contingency element of imported clay that could be required at the start of the construction process should there be any delays in obtaining appropriate amounts of clay from the on-site borrow pits.
- 2.1.2 The original proposal included a quantity of clay material (circa 2,300cu.m.) proposed to be imported if necessary at the early stage of the construction phase. This amount of imported fill was always a 'worst-case' scenario but was necessary as a contingency against any on-site clay extraction or other delays that would prevent the work meeting the construction timetable envisaged.
- 2.1.3 However, in the current circumstances the original timetable for implementing the scheme has been abandoned. Whilst no firm revised timescale is yet available for implementation, the applicant has been able to review the construction plan and has concluded that there will now, in all circumstances, be the opportunity to provide an extended lead-in period to the start of the works. This in turn will enable a longer establishment period on site allowing more time to overcome any initial clay extraction difficulties or other start-up issues.
- 2.1.4 Therefore as a result of these timescale delays and construction plan review the applicant has concluded that the need for any or all of the 2,300cu.m of imported clay contingency can safely be removed from the proposal without jeopardising any future construction timetable.
- 2.1.5 The removal of this element of construction traffic obviously has an effect on the impact of the traffic and the highway infrastructure and local communities through which it will pass through. The scale of the impact is that a total of approximately 230 HGV delivery trips (460 total journeys) have been removed from the scheme.

3. Proposed Solution

3.1 Changes to the Transport Statement

- 3.1.1 The impact of the vehicles required to deliver the quantity of 'contingency' fill to the site originally envisaged was identified as a key concern by NYCC highways. This was particularly as its transport would involve relatively large movements of heavy goods vehicles during a compressed period of time. With the complete removal of the transport of this material from the proposal it is considered that the impact of the construction phase traffic will be considerably reduced both in terms of the potential damage to the access roads along which it travels and the potential disturbance to local communities.
- 3.1.2 The applicant therefore wishes to formally withdraw the proposal to import any of the 2,300cu.m. of clay fill from their proposal including from the submitted Transport Statement.
- 3.1.3 Furthermore they invite the local planning authority and local highway authority to assess the impact of construction traffic on this new basis. The proposal is to retain the originally proposed main construction 2-way vehicle routing at the revised lower volumes from the A64 priority junction with Scotchman Lane via Flaxton, West Lilling and on to Sheriff Hutton Road.
- 3.1.4 Under the circumstances that there are no sustained major objections to the revised proposal the applicant also accepts that the planning authorities, as part of any permission granted, will likely wish to impose a planning condition requiring the submission of a Construction Traffic Management Plan (CTMP) containing the detailed arrangements and possibly restricting the importation of clay fill as part of these.

3.2 Planning Condition

- 3.2.1 The applicant can confirm that they are content for a pre-commencement planning condition be imposed on any permission granted requiring the applicant to submit to the local planning authority a full CTMP. They are also content for this, or a separate condition, to restrict the importation of any clay material that could be otherwise sourced from the on-site borrow pits.

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