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A165 SCARBOROUGH TO LEBBERSTON DIVERSION

ENVIRONMENTAL STATEMENT

June 1996

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**A165 SCARBOROUGH TO LEBBERSTON DIVERSION
ENVIRONMENTAL STATEMENT**

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EXPLANATION OF THE SCHEME AND NON TECHNICAL SUMMARY OF THE ENVIRONMENTAL STATEMENT - JUNE 1996

INTRODUCTION

North Yorkshire County Council is proposing to build a new road to the south of Scarborough between the A165 at South Cliff and the existing A165 at Gate House Farm near Leubberston. The new road would be a dual carriageway from South Cliff to Osgodby and a single carriageway from Osgodby to Gate House Farm. A single carriageway link road is proposed to connect the new road to Osgodby Lane and the Eastfield area.

This leaflet explains the proposals and summarises the Environmental Statement in Non Technical language.

It describes the effect of the proposed scheme on the local landscape and properties; identifies the benefits arising and defines measures to reduce adverse effects on the environment.

THE NEED FOR THE SCHEME

The existing A165 between Scarborough and Leubberston is a sinuous single carriageway with limited opportunities for overtaking. It has a sub-standard alignment both horizontally and vertically with visibility seriously curtailed.

The road is used by holiday makers travelling to the North Yorkshire coastal resorts, local holiday traffic between Bridlington, Filey and Scarborough, as well as local traffic. In summer months traffic flows of nearly double the average daily flow for this type of road have been recorded and lengthy delays are experienced. Congestion is compounded by the residential properties fronting the A165 which have access directly onto the road and by the large pedestrian movement from the holiday village to the beach across the A165 at its junction with Mill Lane, Cayton. This creates a dangerous situation and increases the potential for accidents.

The scheme is included in the approved North Yorkshire County Structure Plan and in the Scarborough Borough Local Plan Consultation Document.

BACKGROUND TO THE SCHEME

A protected line for the scheme was first identified in the 1930's.

In 1984, North Yorkshire County Council prepared a report following Public Consultation regarding alternatives to the line. The Highways and Transportation Committee accepted the recommendation that the existing protected line should be the route for the scheme.

Further Public Consultation regarding alternatives including side road options was undertaken by North Yorkshire County Council in early 1993 with an exhibition held in the locality in March 1993. The Highways and Transportation Committee accepted the recommendations of the report, namely to retain the existing route but with modifications in the vicinity of Knox Hill.

Since Public Consultation, site surveys have been carried out to aid detailed design of the scheme and the assessment of its environmental effect.

THE PROPOSED SCHEME

The proposed road would be generally parallel to and up to 0.5km west of the existing A165. The new road would be a dual carriageway commencing at a new roundabout on the A165 at South Cliff, continuing in a south easterly direction on embankment up to 8.5m high then in cutting to a depth of 17m at Knox Hill, climbing to a new roundabout north of Osgodby Village, which would be constructed approximately 3.5m below existing ground. Continuing from the Osgodby roundabout in a south easterly direction, the new road would be a single carriageway descending into a 7m deep cutting supported by stone faced retaining walls, passing beneath Osgodby Lane which would be carried on a single span bridge. The road would continue downhill in cutting in a south easterly direction and then on low embankment to the new roundabout at Mill Lane which would be at existing

ground level. From Mill Lane the new single carriageway road would continue in a south easterly direction on embankment through Cayton Bay Holiday Village and in shallow cutting to connect to the existing A165 at Gate House Farm.

New roundabout junctions would be provided at:

- i) South Cliff Golf Course to connect to the existing A165;
- ii) North west of Osgodby village to connect to the new single carriageway link road;
- iii) Mill Lane, Cayton.

The total length of the new road would be 4.3km. The carriageways would be 7.3m wide with 1.0m wide hard edge strips, 2.5m wide grass verges and, where dualled, generally be a 2.5m wide central reserve. The new road would not be illuminated although lighting would be provided at the proposed roundabouts, the roundabout approaches and along the proposed Eastway Link Road.

The new Link Road would be provided between the new roundabout north west of Osgodby Village and Priory Place.

The Link Road would be 7.3m wide with 1m wide hard edge strips and 2.5m wide grass verges. Lighting columns would be along its entire length.

PROVISION FOR FUTURE DUALLING

The single carriageway sections of the new road would be designed so that a dual carriageway could be constructed in the future.

ALTERNATIVE ROUTES CONSIDERED

Four routes were identified for assessment, the start and finish points were common for all routes, being a proposed roundabout on the existing A165 Filey Road at Wheatcroft and the existing roundabout north of Leberston.

Details of these routes are described in the Public Consultation Leaflet published by North Yorkshire County Council in 1993.

EFFECT ON TRAFFIC

The predicted effect the scheme would have upon traffic flows is that 73% of vehicles would divert to the proposed road from the existing A165, which, from Mill Lane would be closed to through traffic.

Likewise, 77% of the traffic using Osgodby Lane between its junction with Eastway and the existing A165, would divert to the new Eastway Link road.

At present the accident rate on the existing road is higher than the national average. Over a 30 year period the scheme is predicted to save approximately 132 personal injury accidents within the study area.

LANDSCAPE AND VISUAL IMPACT

Minimising the effect on the landscape and the visual impact of the scheme has been a major consideration in the selection and design of the proposals.

A detailed assessment of the predicted visual impact for the scheme has been carried out. The most prominent section of the proposed road would be at the north end where the road ascends the northern slopes of Knox Hill and would be visible from surrounding housing areas.

Large parts of the road would be in cutting; this, combined with the topography and natural vegetation, limits

the adverse impacts of the scheme.

Where the road would be visible from, or in close proximity to residential areas, screen fences/walls and earth mounding are proposed to minimise the visual impact of the scheme.

Extensive tree and shrub planting along the road would be included as part of the proposals. This would reduce the prominence of the scheme and help integrate the road into the existing landscape. Subject to agreement with landowners, planting on private land could be undertaken to provide further screening from adjacent properties.

ECOLOGY AND NATURE CONSERVATION

The most important ecological habitats are along the coast line. Impact on these areas is likely to be beneficial, in general, as traffic would move inland away from the Cayton Bay area when the scheme opens, although there would be localised disturbance during upgrading of a small watercourse. No mature trees would be felled because of the scheme, although there would be loss of hedgerow, scrub and grassland along the route. The most significant loss would be of scrub and grassland at Knox Hill. Extensive planting of locally occurring native tree, shrub and grass species, particularly on Knox Hill would provide much greater areas of potential wildlife value than those lost during construction. Severance of wildlife would be reduced by the inclusion of underpasses at appropriate locations.

CULTURAL HERITAGE

No listed buildings would be affected by the scheme. The proposals would have a direct impact on seven known sites of archaeological, architectural and/or historic interest.

The most significant impacts would be on a Bronze Age round barrow near the Cayton Bay Holiday Village, the remains of a medieval village at Osgodby, and the northern extension to a 17th Century farmhouse at Osgodby. These sites would be destroyed, disturbed or demolished by the scheme.

Detailed investigation, recording and evaluation of these sites would be carried out in advance of construction.

There are a number of areas in which no specific archaeological sites have been identified, but which may contain archaeological remains. Further investigation of these areas will be necessary in advance of and possibly during construction.

WATER QUALITY

There are five watercourses in the vicinity of the scheme. Three drain into the River Hertford to the south and two to the North Sea, one at South Cliff, the other at Killerby Cliff.

Surface water from the proposed scheme would discharge indirectly into these watercourses. To reduce the risk of pollution due to accidental spillages, oil/petrol interceptors would be installed at the discharge points.

Balancing ponds would also be constructed at two of the discharge points, which would act as a temporary storage area for surface water during storms and ensure that the scheme would not increase the risk of flooding, either locally or down stream.

Drainage requirements of the Local Authority and the Environment Agency would be incorporated into the scheme.

AIR QUALITY AND NOISE

Air Quality

Overall the air quality impact of the proposals would not be significant.

3.7 CULTURAL HERITAGE

Introduction

- 3.7.1 A total of seven sites of archaeological, architectural and/or historic interest were identified within the corridor of the proposed scheme by a desk-based archaeological appraisal carried out in 1992. This study was subsequently extended to cover additional route options. Although this work was carried out before the publication of the DMRB volume 11, the report largely corresponds to a Stage 2 Assessment.
- 3.7.2 A preliminary walk-over survey was undertaken in March 1995, to enhance and update the earlier reports and to bring them into line with a DMRB Stage 2 Assessment. The impact of the scheme on several of the identified sites cannot be assessed at this stage and so recommendations for further Stage 3 evaluation work has been made.
- 3.7.3 Using criteria developed by English Heritage and the Department of National Heritage, an initial assessment of the importance of each site has been made. The identified archaeological, architectural and/or historic sites affected by the scheme are shown in Figure 14.

The Existing Situation

- 3.7.4 Although Cayton, Flixton and Seamer Carrs contain a number of Mesolithic (10,000 BC-3,500 BC) and other prehistoric sites of national and international importance, the earliest site identified within the study area is a Bronze Age (2,000 BC-700 BC) round barrow or burial mound, located near Cows Leys Farm. A number of other barrows have been recorded in the general vicinity but prehistoric finds and sites are generally more common further inland, possibly suggesting that the coastal areas were not so densely occupied.
- 3.7.5 Although the barrow at Cow Leys Farm (site 07) has been damaged and denuded by later medieval and early post-medieval ploughing, no previous excavations have taken place on this site and so it is likely that important archaeological deposits, even possibly a burial, will survive. It is also possible that smaller barrows or flat burials may have originally surrounded the mound, forming a barrow cemetery similar to that formerly located in the grounds the University College of Scarborough. If so, any remains will lie beneath the ground surface.
- 3.7.6 No Iron Age (700 BC-AD 71) or Romano-British (AD 71-AD 450) remains have been recorded in the study area. The nearest known sites of these periods are the Iron Age settlement and Roman signal station on the headland at Scarborough, approximately 3km to the north of the University College of Scarborough, and the Romano-British settlement at Red Cliff Point, approximately 2km to the north of Lebberston.
- 3.7.7 The relative lack of known prehistoric and Romano-British sites within or close to the proposed scheme could reflect a genuine archaeological distribution. It is more likely, however, to reflect the extent of archaeological fieldwork, with attention being concentrated in inland

areas known to be relatively rich in archaeological remains. There is therefore a significant possibility that additional undiscovered prehistoric and/or Romano-British material is present within the study area.

- 3.7.8 The village of Osgodby (sites 02 and 03) was in existence before 1066, and its name suggests a Norse origin. At its peak in the 13th and 14th centuries it probably contained 40 to 50 cottages, but the village became gradually depopulated from the 15th century onwards. Most of the village earthworks have now been destroyed by modern housing and agricultural developments, although some remains are still visible around the periphery of the present village. An area of former earthworks to the north and west of Manor Farm have now been ploughed out, but fieldwalking and excavation by the Scarborough and District Archaeological Society have shown that significant buried remains survive in this area.
- 3.7.9 Between the 16th and early 20th centuries, Osgodby was occupied by a manorial complex at Manor Farm and three smaller farms. Stuart House (site 05), near the north end of the village, is a typical early 17th century farmhouse built in 1615. It has been extended to the north at an unknown date or dates prior to the mid 19th century. Agricultural buildings associated with it were demolished in recent years.
- 3.7.10 Several fields surrounding the present village (sites 01 and 04) contain ridge and furrow earthworks, indicative of medieval or early post-medieval arable farming. Some of these earthworks (site 06) partly overlie the round barrow near Cows Leys Farm.
- 3.7.11 Within the proposed construction corridor, and based on current knowledge, the following cultural heritage sites and areas of national, regional, district or local importance or potential have been recorded. Their locations are shown on Figure 14.

National Importance

None

Regional or County Importance (R)

Site 02 Part of Osgodby medieval village, comprising soilmarks and an artefact scatter to the west of Manor Farm

Site 07 Bronze Age round barrow near Cows Leys Farm

District Importance (D)

Site 03 Part of Osgodby medieval village, comprising cropmarks to the south of Manor Farm

Site 05 Stuart House (17th century farmhouse), Stuart House, Osgodby

Local Importance (L)

- Site 01 Ridge and furrow earthworks, north-west of Stuart House, Osgodby
- Site 04 Ridge and furrow earthworks, east of Stuart House, Osgodby
- Site 06 Ridge and furrow earthworks, near Cows Leys Farm

Mitigation and Assessment

- 3.7.12 The effects the proposals might have on the cultural heritage were considered from an early stage. In all cases, and with all other constraints and environmental factors being equal, the physical preservation *in situ* of an archaeological site would be the preferred option. The archaeological excavation of deposits in advance of destruction would only be undertaken when all other avenues have been considered.
- 3.7.13 In order to help to assess the impact of the proposals on the seven identified sites and areas of archaeological, architectural and/or historic interest or potential which would be affected by the scheme, a simple three-tier grading system of overall adverse impact has been devised. This is based on the impact of the proposals and the grade of importance of each site and is defined as slight, moderate or substantial.

Impact of development

- 3.7.14 The proposals would have a direct impact on seven known sites of archaeological, architectural and/or historic interest. Based on current knowledge, the overall adverse impact can be categorised as substantial for one site and moderate for six sites. These impacts might be revised following further archaeological fieldwork.
- 3.7.15 The most significant (substantial) impact would be on the Bronze Age round barrow near Cow Leys Farm (site 07), which would be destroyed by the road alignment and associated Mill Lane roundabout, and on various elements of the medieval village remains at Osgodby (sites 02 and 03) which would be affected by the Eastway Link Road, the Eastway roundabout and a proposed balancing pond, resulting in a moderate impact. In addition, there would be a moderate impact on several areas of the ridge and furrow earthworks (sites 01, 04 and 06). The northern extension to a 17th century farmhouse at Osgodby (site 05) would be demolished by the scheme.
- 3.7.16 In addition to these known impacts, there is a potential for the presence of undiscovered archaeological remains which would be affected by the construction proposals.

Mitigation measures

- 3.7.17 Based on current knowledge, a range of measures have been recommended by the appropriate specialists to mitigate the adverse

impacts of the scheme where it has not proved possible to avoid sites of archaeological, architectural and/or historic interest. These measures form a phased programme of archaeological work, the results of each phase setting the parameters and methodologies for the next.

3.7.18 These phases can be summarised as:

Phase 1 Detailed evaluation: archaeological fieldwalking, earthwork survey, geophysical survey, trial trenching and building assessment as appropriate, leading to the detailed assessment of impact and recommendations for mitigation.

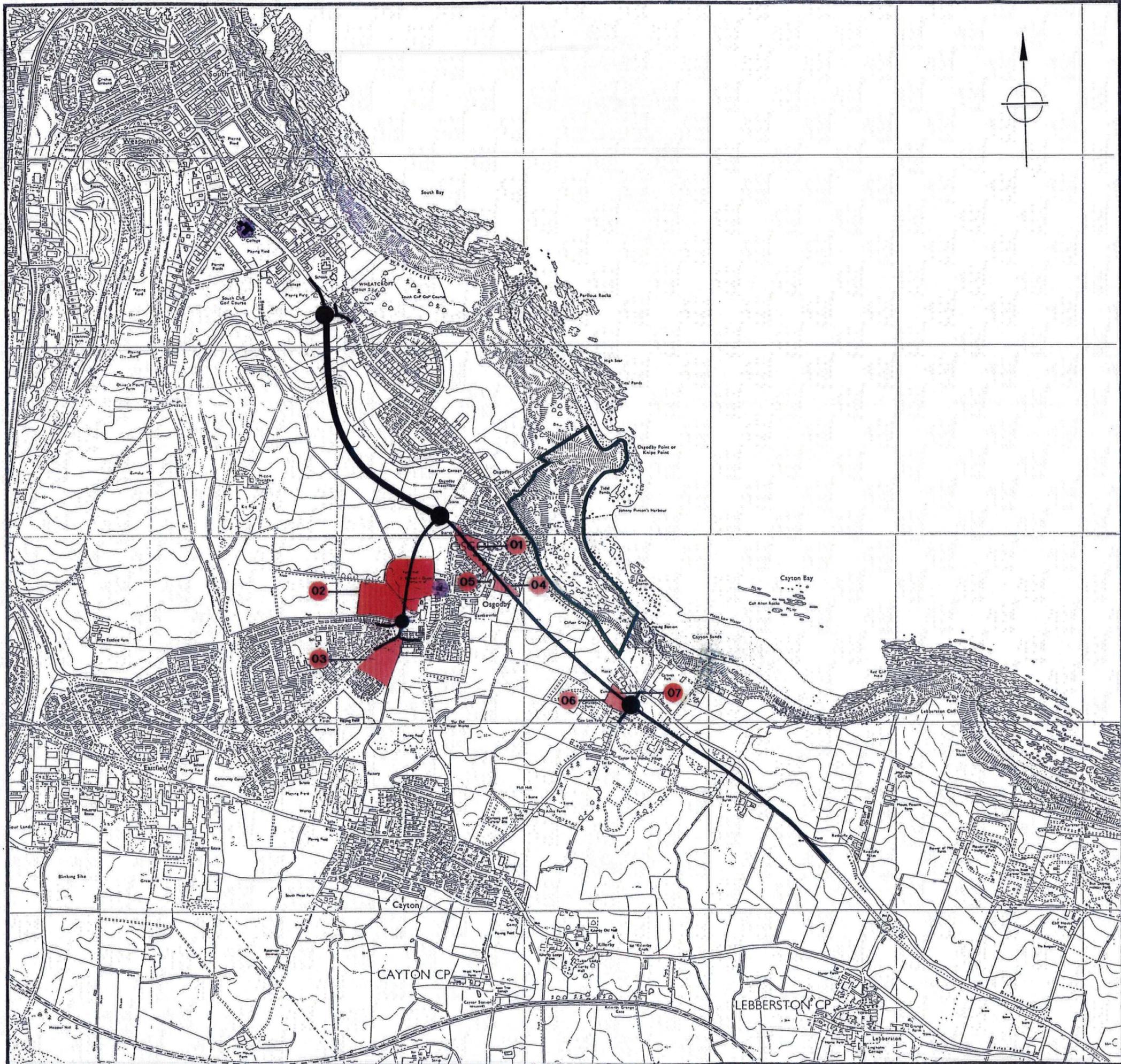
Phase 2 Pre-construction investigation: detailed excavation and architectural recording in advance of construction of those sites identified during the previous stage to be of significant archaeological importance and for which no appropriate mitigation measures can be sought.

Phase 3 Watching brief during construction: investigation and recording of those sites identified during Phase 1 as not warranting prior investigation, as well as the recording of sites which may be exposed during the course of development.

Phase 4 Post-excavation assessment: assessment of the results of the archaeological investigations and the potential of the data for analysis.

Phase 5 Post-excavation analysis: data analysis, report preparation and publication followed by deposition of the archive and artefacts and all other materials associated with the investigations with the appropriate institution for long term storage and curation.

3.7.19 A summary of the proposed mitigation measures for the known cultural heritage sites are given below.



LEGEND

ARCHAEOLOGICAL SITES DIRECTLY AFFECTED BY PROPOSALS

- NONE SITES OF NATIONAL IMPORTANCE
- 02, 07 SITES OF REGIONAL/COUNTY IMPORTANCE
- 03, 05 SITES OF DISTRICT IMPORTANCE
- 01, 04, 06 SITES OF LOCAL IMPORTANCE

- LISTED BUILDINGS WITHIN 500m OF PROPOSALS
- NATIONAL TRUST INALIENABLE LAND
- LINE OF PROPOSED SCHEME (DUAL CARRIAGEWAY)
- LINE OF PROPOSED SCHEME (SINGLE CARRIAGEWAY)

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PROJECT A165 SCARBOROUGH TO LEBBERSTON DIVERSION
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FIGURE CULTURAL HERITAGE	NUMBER 14
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