

Jane-

To me this is key
for the best example
in terms of - presentation

- Coherence
+ Understandability

Rob



THE DEPARTMENT
OF TRANSPORT

A65 GARGRAVE BYPASS ENVIRONMENTAL STATEMENT



UNCLASSIFIED

TOLLGATE HOUSE

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ENVIRONMENT & LANDSCAPE
Environmental Statement

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A65 GARGRAVE BYPASS ENVIRONMENTAL STATEMENT



WHA 44/27/6111 1M

Department of Transport
Yorkshire & Humberside Regional Office
City House
Leeds LS1 4JD

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SECTION ONE
DESCRIPTION OF PUBLISHED SCHEME

1.1 General Area of Gargrave

1.1.01 Gargrave village is situated on the floodplain of the River Aire in the Craven District of North Yorkshire, and is bounded to the north, south and west by undulating hills. The area is characterised by drumlins having a north-west to south-east orientation. The flat bottomed valley with its meandering River Aire has been cut through these drumlin fields and the river's floodplain varies in width from less than 200 metres (217 yards) wide west of Coniston Cold Railway Bridge to over 1000 metres (1083 yards) wide east of Gargrave. The valley bottom in the vicinity of Gargrave is between 35 metres (38 yards) and 75 metres (81 yards) below the summits of the surrounding hills.

1.1.02 The landscape around Gargrave is of a very high quality and forms an impressive setting for the village. It is of a comparable quality both north and south of the village.

1.1.03 Much of the village itself falls within the Gargrave Conservation Area, which is reflected in the high architectural and visual standard of the buildings and townscape.

1.1.04 The boundary of the Yorkshire Dales National park runs to the north of Gargrave, following easily identified physical features - the existing trunk road, the canal, local roads and field boundaries. It does not appear to distinguish between landscapes of intrinsically different quality or importance in this area and can be considered to be a boundary of administrative convenience. To the north-east of the village the parkland areas on either side of Eshton Road, which are in the National Park, are the subject of Tree Preservation Orders.

1.1.05 Mixed woodland plantations and broad leaf trees on the field boundaries are important elements providing a significant contribution to the landscape quality of the surrounding hills. Many of these

plantations are situated to the north and east of Gargrave within the National Park. By far the largest plantation is the visually dominant coniferous forest on the south-west slopes of Flasby Fell which is managed by the Forestry Commission.

1.1.06 The landscape of the valley floor is generally open in character with trees being confined to field boundaries, hedgerows beside the existing A65 trunk road, and local groupings in a parkland setting to the north of Gargrave. Along the Leeds and Liverpool Canal to the north-west of the village, woodland blocks are prominent. The only major industrial development in the village forms a prominent feature in the valley floor to the east of the village. This is the Johnson & Johnson factory complex built around the old Airebank Mills on the northern bank of the River Aire where a number of large modern warehouses and a tall chimney have been added to the original stone mill.

1.1.07 Both the valley bottom and the surrounding hills are in agricultural use. Land quality varies from grade 3A to grade 5 and the land is used as pasture for sheep and a number of dairy herds.

1.2 Published Scheme

1.2.01 It is proposed that the Published Scheme should have a 7.3 metres (24 feet) wide carriageway with 1.0 metre (3 feet) hard strips and 2.5 metres (8 feet) wide verges. The terminal points of the route would be the Coniston Cold Railway Bridge in the west and a point on the existing A65 south of Sulber Hill and west of Thorlby in the east. This is shown on Figure 1.

1.2.02 From Coniston Cold Railway Bridge the route would climb at 6% (1 in 17) grade through the southern slopes of Great Haw Hill to the north of the existing A65. It would form a cutting up to 11 metres (36 feet) deep through Great Haw Hill before sweeping eastwards and dropping down onto an alluvial plain north of some farm buildings known as Heber Barn. To the west of Heber Barn a link into the existing A65 would be provided. The route would cross the alluvial plain on a low embankment and continue across Mark House Lane (which forms part of the

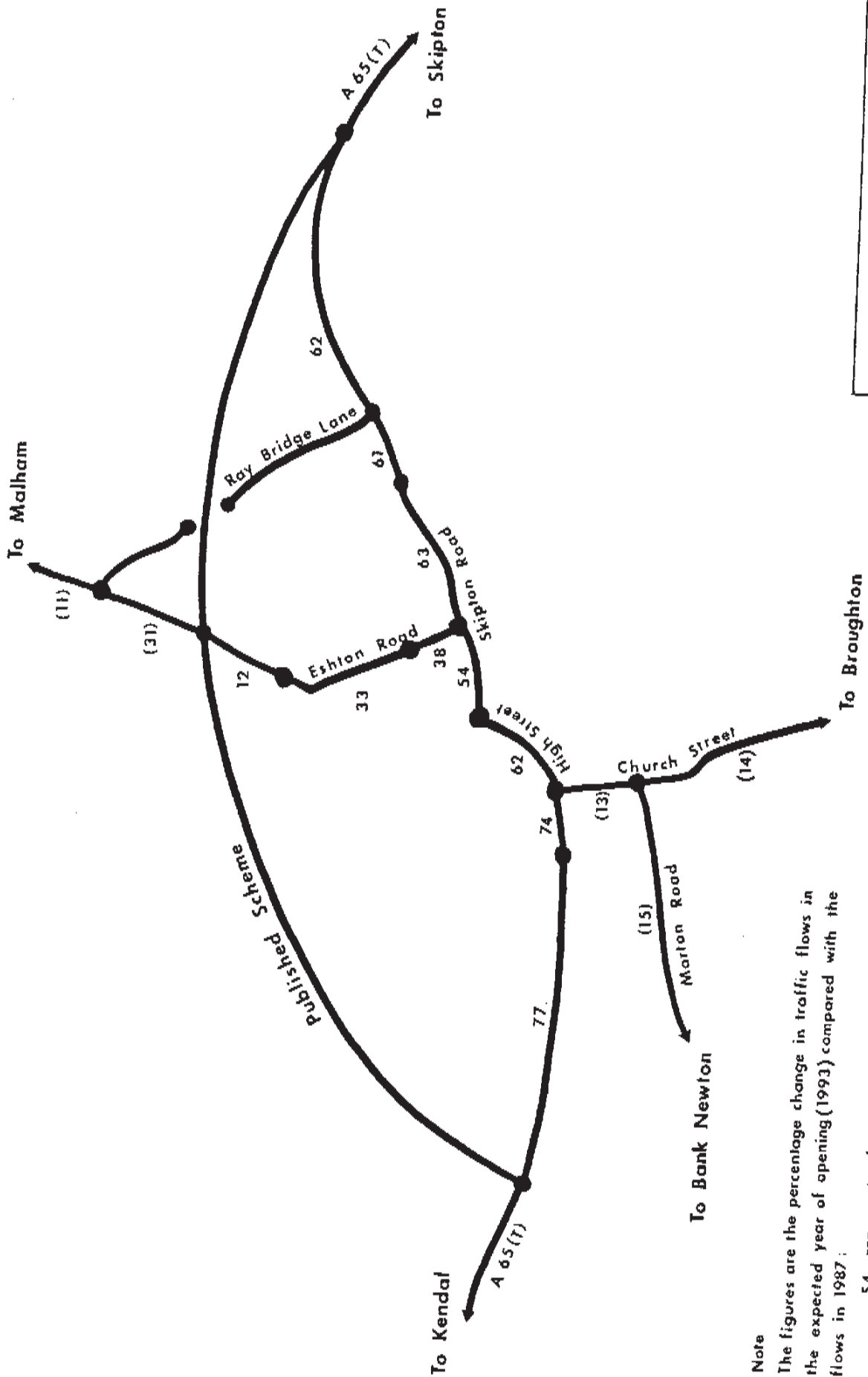
Pennine Way) before cutting through the southern edge of Mark Plantation. This cutting would have a maximum depth of 5 metres (16 feet) and a bridge would be required to carry Mark House Lane over the bypass. The route would continue south of Kennel Plantation at ground level before passing just south of Old Hall Farm in a cutting up to 3 metres (10 feet) deep. From here the road would continue eastwards at ground level or in shallow cutting before crossing Eshton Road at ground level with the provision of a staggered junction. The route would pass between Nos. 46 and 48 Eshton Road through the foundations of a partly constructed bungalow which is now owned by the Department of Transport.

1.2.03 The route would continue on a maximum 2 metre (6 feet) high embankment towards Ray Bridge Lane and enter the National Park and the Tree Preservation Area east of Ray Bridge Lane. It would then pass in a cutting up to 6 metres (19 feet) deep through the lower slopes of Ray Bridge Hill just north of Ray Bridge Farm. Ray Bridge Lane would be closed to through vehicular traffic. On leaving the cutting the route would cross the boundary of the Tree Preservation Area and continue eastwards on a maximum 3 metre (10 feet) high embankment over Eshton Beck towards the southern slopes of Robin Hill. East of Eshton Beck it would rise through the southern slopes of Robin Hill in a maximum 4 metre (13 feet) deep cutting and sweep round the north side of Holme House on to an embankment up to 7 metres (23 feet) high. A link to the A65 east of Toll Bar Cottage would be required from the embankment. The route would continue south-eastwards crossing the A65 west of Highgate Cottages (where it leaves the National Park) and passing south of the cottages in a cutting up to 4 metres (13 feet) deep through Highgate Hill. It would continue in an almost straight line on a maximum 6 metres (19 feet) high embankment over Woomber Beck and through a cutting of 4 metres (13 feet) maximum depth to the south-west of Woomber Bridge. After passing over a low embankment just north of the canal the route would pass through the lower slopes of Sulber Hill in a cutting up to 11 metres (36 feet) deep before rejoining the existing A65.

1.3 Effect on Traffic

1.3.01 It is expected that the Published Scheme would significantly reduce the traffic flows along the main road through the village, i.e. High Street and Skipton Road. It is predicted that approximately 70% of traffic using the trunk road is through traffic which would use a new bypass.

1.3.02 Figure 2 is a diagrammatic representation of the existing roads in the area showing the changes in traffic flows if the Published Scheme is constructed. Many of the existing roads would be subject to significant reductions in traffic and none would experience a large increase. It can also be seen from Figure 2 that some roads would experience a small increase in traffic due to normal traffic growth.



Note

The figures are the percentage change in traffic flows in the expected year of opening (1993) compared with the flows in 1987.

54 represents decrease

(14) represents increase

CHANGES IN TRAFFIC FLOWS

FIGURE 2

SECTION TWO
MITIGATION MEASURES

2.1 General Landscape Proposals

2.1.01 The landscape proposals have been developed in order to mitigate the effect of the Published Scheme upon the character of the local landscape. It is intended that the landscaping proposals associated with the road would be entirely appropriate within their context and setting. This sensitive approach to the integration of the proposed road is particularly important as the road would run through countryside of significant landscape quality. The Published Scheme enters the Yorkshire Dales National Park for a length of approximately 1500 metres (1625 yards), but it encroaches into the Park by no more than 150 metres (163 yards) from its southern boundary. In addition, a proportion of Gargrave Village is designated a Conservation Area. The landscape character of the area is open, gently rolling agricultural land, with limited tree cover. Planted areas are mainly confined to field boundaries and a few isolated local tree groupings. There are two large plantations higher on the hillsides and within the proximity of the Published Scheme. The proposed planting measures would be restricted to a necessary minimum so that they relate to the generally open character of this landscape. Planting would be introduced to areas where it would either extend existing plantations or protect the visual amenity and privacy of dwellings which would be close to the proposed road. Where dense planting is seen to be inappropriate to the character of the area, road embankments and cuttings would be graded into the surrounding contours and planting would be kept to a minimum. As examples, this policy has been adopted in the proposals adjacent to Ray Bridge Hill and Sulber Hill, and at proposed road junctions.

2.1.02 Wherever appropriate, the existing agricultural landscape pattern of the area would be protected and enhanced. This would be accomplished by the use of local materials and building styles and, in particular, with the introduction of shrubs and intermittent trees along the highway boundary. Many hedgerows have been lost from the area in recent times but are, nonetheless, still a distinctive feature of the local field pattern.

2.1.03 It would be the aim to return to the traditional hedgerow patterns, and the opportunity would be taken to plant 'off-site' hedgerows, subject to the agreement of landowners, as instanced at the Gargrave House Estate.

2.1.04 The Published Scheme would leave behind some sections of redundant trunk road. It would be a general policy to remove as much of this former carriageway as possible in order to minimise the risk that this land becomes derelict. It is proposed to remove the former carriageway surface either in whole or in part so as to facilitate useful agricultural access, whilst returning as much land as possible back into healthy agricultural landscape.

2.1.05 The Published Scheme would pass close to a number of important environmental features. It edges and briefly intersects the southern boundary of the Yorkshire Dales National Park, it cuts across the historic Pennine Way, passes in close proximity to the Leeds and Liverpool Canal and would be intrusive to certain dwellings. These are particularly sensitive areas and their landscape setting as affected by the road proposals has been given careful consideration. The principal landscape proposals for these areas are described below and are shown on Figure 3.

2.2 Principal Landscape Proposals

2.2.01 At Point A, the Published Scheme would require a deep cutting through the southern end of Mark Plantation, close to Gargrave House. This would necessitate the removal of a number of trees from the Plantation, and also the bridging of Mark House Lane (the Pennine Way). Here we propose dense planting both on the cutting slopes and on the intervening land between Gargrave House and the road. This would provide for the replacement of those trees which would be lost as a result of the road proposals. This planting would also provide a substantial buffer between the nearby housing development and the Published Scheme. The slopes of the embankments leading to the proposed Mark House Lane Bridge would also be heavily planted to help blend the road into its surroundings.

2.2.02 Extensive views of Old Hall Farm from Point B would be revealed to road users from the cutting at Mark Plantation which together with the proximity of a proposed layby, would adversely affect the privacy of the Farm. To mitigate this effect, a belt of off-site planting is proposed linking Kennel and Old Hall Plantations. This would help to preserve the seclusion of the farm and screen the view of the road.

2.2.03 At Eshton Road junction, Point C, properties divided by the Published Scheme would be protected by a belt of planting and associated mounding.

2.2.04 To reduce the effect of the new road on Ray Bridge farmstead it is proposed to plant the south face of the cutting slope and also to extend planting outwards to the perimeter of the farm in order to create an effective buffer, as shown at Point D. The north cutting slope would remain unplanted in order to merge into the uninterrupted curves of Ray Bridge Hill.

2.2.05 Holme House Farm at Point E would be adversely affected by the Published Scheme particularly to the north-east of the farmstead, where the road would rise on an embankment. To reduce this impact the embankment slopes would be densely planted, and land outside the highway boundary would be compulsarily acquired for screen planting. As an additional measure of protection, off-site planting is also proposed adjacent to the farm, subject to agreement by the landowners.

2.2.06 As the Published Scheme continues into the junction with the existing trunk road further to the south (Point F), it would remain on an embankment. Proposals here are to grade out the slopes into the surrounding area, at gradients suitable for farming. Planting would be restricted to shrubs and intermittent trees. Planting and regrading such as this would also help to mitigate the impact of the road upon canal users.

2.2.07 Both Highgate Farm and Highgate Cottages would have minimal views of the road to the south-west as it is in cutting at this point. It is proposed that the top of the cutting slope be planted with shrubs

and intermittent trees to give the appearance of a typical farm boundary line. The Published Scheme would be further from these properties than the existing A65.

2.2.08 Where the proposed road converges with the Leeds and Liverpool Canal and joins the existing A65 between Points G and H, a buffer zone of off-site planting is proposed to protect the views of users of the canal. The northern cutting slopes would be left unplanted to maintain the uninterrupted curves of Sulber Hill.

2.2.09 Although the Published Scheme would pass through the southern fringe of the National Park, it is not considered that this landscape is significantly different from other areas of land through which the rest of the road would pass. The landscape proposals through the National Park are therefore no different in character from the proposals for the rest of the scheme. It is considered that the landscape measures proposed would successfully mitigate the negative landscape effects of the Published Scheme, whilst additionally making a healthy contribution to landscape improvement in the Gargrave area as a whole.

SECTION THREE
ENVIRONMENTAL DATA

3.1.01 The environmental data for the Published Scheme is included as a framework.

A65 GARCRAVE BYPASS

ENVIRONMENTAL STATEMENT FRAMEWORK

GROUP 1 - TRAVELLERS

AUGUST 1988

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME		DO NOTHING	COMMENTS
			High	Low		
Car Users	Time savings	£M (PVB)	1.337	0.857	0	<p>a) Each column shows the improvements of the Published Scheme over the Do Nothing option. Hence the Do Nothing entries are zero.</p> <p>b) Present value of benefits (PVB) are for 30 year periods from the expected date of opening and discounted to 1979 prices at 7% P.A.</p> <p>c) It is assumed that national average figures for vehicle occupancy and for accident rates and costs will apply.</p>
	Vehicle operating cost savings	£M (PVB)	0.095	0.094	0	
Users of Light Goods Vehicles	Time savings	£M (PVB)	0.202	0.128	0	
	Vehicle operating cost savings	£M (PVB)	0.015	0.012	0	
Users of other Goods Vehicles	Time savings	£M (PVB)	0.140	0.095	0	
	Vehicle operating cost savings	£M (PVB)	0.039	0.044	0	
Bus Operators and Passengers	Time savings	£M (PVB)	0.090	0.068	0	
	Vehicle operating cost savings	£M (PVB)	0.010	0.011	0	
All Vehicle Travellers	Value of accident savings	£M (PVB)	0.298	0.208	0	

GROUP 1 - TRAVELLERS

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS								
All Vehicle Travellers (Contd)	Reduction in casualties:		<table border="1"> <tr> <td>High</td> <td>Low</td> </tr> <tr> <td>2</td> <td>2</td> </tr> <tr> <td>44</td> <td>37</td> </tr> <tr> <td>177</td> <td>148</td> </tr> </table>	High	Low	2	2	44	37	177	148		The figures indicate the probable total reduction in casualties over the whole of the 30 years assessment period if the national average rates and distribution between groups apply to each alternative. They take no account of the safety implications of the detailed design of the new route.
	High	Low											
	2	2											
44	37												
177	148												
Fatal	Number												
Serious	Number												
	Slight	Number											
	Driver stress		Low	Moderate									
	View from road		Scenic	Scenic/Residential									
	Traffic delays during construction	EM (PVB)	0.004	0	Figures are calculated using the same assumption on traffic composition as for travel benefits. No detailed survey has been undertaken.								
Pedestrians	Change in amenity		A reduction of between 60-78% in traffic in the village would significantly improve the amenity.	An increase of up to 24% in traffic would reduce the amenity in the town centre.	The Do Nothing represents the increase that could occur in the 15 years after the opening date of the Bypass, if the Bypass is not built.								

GROUP 1 - TRAVELLERS

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Pedestrians (Contd)	Safety		The reduction in traffic of between 60-78% and the removal of heavy goods vehicles from the village would significantly reduce the danger of accidents to pedestrians.	With an increase of up to 24% in traffic the danger of accidents to pedestrians in the village would increase.	The Do Nothing represents the increase that could occur in the 15 years after the opening date of the Bypass, if the Bypass is not built.
	Severance		There would be a reduction in severance for pedestrians crossing the existing A65 in the village. (This includes users of the Pennine Way).	Would increase with future traffic growth on A65.	Users of the Pennine Way would be able to cross the Published Scheme via the proposed Mark House Lane bridge.

GROUP 2 - OCCUPIERS OF PROPERTY

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Residential Property including Farmhouses	Properties demolished	Number	0 [1] (3)	0	[1] represents the foundations to a proposed bungalow. Figures in brackets () indicate the number of outbuildings demolished.
	Traffic noise	Number of properties subject to a reduction:- 3- 5 dB(A)L10 5-10 dB(A)L10 10-15 dB(A)L10 15 dB(A)L10	101 31 0 2	0 0 0 0	
		Number of properties subject to an increase:- 3- 5 dB(A)L10 5-10 dB(A)L10 10-15 dB(A)L10 15 dB(A)L10	0 0 4 9	See Comments	There are 134 houses that would be subject to increased traffic noise due to the increase in traffic if the Bypass is not built. (106 of these front directly onto the existing A65).
	Visual obstruction	Number of properties within 300m of centre line subject to:- medium increase	6	No change	

GROUP 2 - OCCUPIERS OF PROPERTY

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Residential Property including Farmhouses (Contd)	Visual intrusion	Number of properties within 300m of centre line subject to:- high increase medium increase	6 7	No change	
	Severance a. Relief to existing severance b. Imposition of new severance		Substantial along High Street. Slight (4 no. properties on Eshton Road).	No change Increasing severance for pedestrians along High Street due to future traffic growth of up to 24%.	The Do Nothing represents the increase that could occur in the 15 years after the opening date of the Bypass, if the Bypass is not built.
	Disruption during construction	Number of properties within 100m of site	23	0	
Industrial Premises	General		There are two premises within 300m of the Published Scheme.	None	

GROUP 2 - OCCUPIERS OF PROPERTY

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Industrial Premises (Contd)	Traffic noise	dB(A)L10	There would be a reduction of 2-3dB(A)L10 at the Canal Warehouse and an increase of 2-3dB(A)L10 at the Council Yard.	There would be an increase of 1dB(A)L10	The Do Nothing represents the increase that could occur in the 15 years after the opening date of the Bypass, if the Bypass is not built.
	Visual effects		No effect	No change	
	Severance		No effect	No change	
	Disruption during construction		None	None	
Commercial Premises a) Shops	Traffic noise	Number of premises subject to a reduction:- 3- 5 dB(A)L10 5-10 dB(A)L10 10 dB(A)L10 Number of premises subject to an increase	13 4 0 0	0 0 0 See comments	There are 17 shops fronting onto the existing A65 which would be subject to increased traffic noise due to future traffic growth if the Bypass is not built.

GROUP 2 - OCCUPIERS OF PROPERTY

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Commercial Premises	Visual effects		No change	No change	
a) Shops (Contd)	Severance a) Relief of existing severance b) Imposition of new severance		Substantial along High Street. None	None Increasing severance for shoppers along High Street due to future traffic growth of up to 24%.	The Do Nothing represents the increase that could occur in the 15 years after the opening date of the Bypass, if the Bypass is not built.
	Disruption during construction		None	None	
b) Others. Garages, guest houses, public houses, etc.	Traffic noise	Number subject to a reduction:- 3- 5dB(A)L10 5- 10dB(A)L10 10dB(A)L10 Number subject to an increase	9 5 0 0	0 0 0 See comments	There are 14 premises fronting onto the existing A65 which would be subject to increased traffic noise due to future traffic growth if the Bypass is not built.

GROUP 2 - OCCUPIERS OF PROPERTY

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
b) Others. Garages, guest houses, public houses, etc. (Contd)	Visual effects		No change	No change	
	Severance		Substantial along High Street.	None	
	a) Relief of existing severance		None	Increasing severance due to future traffic growth of up to 24% on the A65.	
	b) Imposition of new severance		None	None	
c) Equestrian (Horse training to the rear of No. 48 Eshton Road)	Disruption during construction		None	None	
	Traffic noise	dB(A)L10	Increase greater than 10dB(A)L10.	No change	With the Published Scheme the level of noise adjacent to the horse stables and the all-weather track, in addition to the severance of the stables from the track, would make the training of horses impractical.
	Visual effects		High visual intrusion and high visual obstruction.	No change	
	Severance		Substantial	No change	
Disruption during construction		Horse training would not be possible during construction.	None		

GROUP 2 - OCCUPIERS OF PROPERTY

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
<p>Schools</p> <p>Gargrave C of E Primary School</p>	<p>Traffic noise</p>	<p>dB(A)L10</p>	<p>There would be a reduction of 5-10dB(A)L10.</p>	<p>There would be an increase of less than 1dB(A)L10.</p>	<p>The Do Nothing represents the increase that could occur in the 15 years after the opening date of the Bypass, if the Bypass is not built.</p>
	<p>Visual effects</p>		<p>No change</p>	<p>No change</p>	
	<p>Severance</p>		<p>Substantial relief to those living south of the existing A65.</p>	<p>Increasing severance to those living south of the existing A65 due to future traffic growth of up to 24% on the A65.</p>	
	<p>Disruption during construction</p>		<p>None</p>	<p>None</p>	<p>None</p>

GROUP 2 - OCCUPIERS OF PROPERTY

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Farming		Number of farms affected by landtake	8	0	
	Landtake	Hectares of land Grade 3a Grade 3b Grade 3c Grade 4 Grade 5	2.49 4.10 9.45 6.66 0.07	0 0 0 0 0.	
	Severance	Number of farms significantly affected by severance	4	0	This severance would be reduced by the provision of accommodation structures.
	Disruption during construction		All farms affected would experience disruption due to the severance caused by the construction work.	None	

GROUP 3 - USERS OF FACILITIES

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Users of Village Centre	Vehicle/pedestrian conflict		There would be a decrease with a reduction of 60-78% of traffic along the A65 and daily pedestrian movements between 780 (April) and 2670 (August).	Would increase with future traffic growth on A65.	The pedestrian movements are from surveys carried out in 1987.
	Traffic noise	dB(A)L10	Reduction of 3-10 dB(A)L10.	Would increase with future traffic growth on A65.	
Canal Users (including Anglers)	Severance		Substantial reduction along High Street (A65).	Increasing severance for shoppers along High Street due to future traffic growth.	
	Visual intrusion		High where route rejoins the A65 at Sulber Hill. Medium in the Eshton Beck and Ray Bridge Lane areas.	No change	
	Traffic noise	dB(A)L10	Increase of 5-15 dB(A)L10 between Ray Bridge Lane and Eshton Road.	No change	

GROUP 3 - USERS OF FACILITIES

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Pennine Way Users	Vehicle/Pedestrian conflict		There would be a decrease with a 78% reduction in traffic where the Pennine Way crosses the A65.	Would increase with future traffic growth on A65.	
	Visual intrusion		High where Pennine Way crosses route.	No change	
	Traffic noise	dB(A)L10	Reduction of 3-5 dB(A)L10 where the Pennine Way crosses the A65. Increase greater than 10dB(A)L10 where the Pennine Way crosses the Published Scheme.	Would increase with future traffic growth on A65.	
	Severance		There would be a substantial reduction where Pennine Way crosses the A65. Pennine Way carried over the Published Scheme on a bridge.	Would increase with future traffic growth on A65.	

GROUP 3 - USERS OF FACILITIES

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS	
Caravan Users and Campers	Vehicle/Pedestrian conflict		This would decrease with a reduction in traffic of up to 24% on Eshton Road.	Would increase with future traffic growth on Eshton Road.		
	Visual intrusion		Slight intrusion to some users of the caravan site.	No change		
	Traffic noise	dB(A)L10	An increase of 5-10 dB(A)L10 for some users of the caravan site.	No change		
	Severance		Slight increase for campers going north along Eshton Road.	No change		
	Football/Cricket Ground Users	Visual intrusion		No effect	No change	
		Traffic noise	dB(A)L10	Reduction of 3-5 dB(A)L10.	Would increase with future traffic growth on A65.	
Severance			No change	No change		

GROUP 3 - USERS OF FACILITIES

SUB GROUP	EFFECT	UNITS	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Methodist Church	Traffic noise	dB(A)L10	Reduction of 3-5 dB(A)L10.	Would increase with future traffic growth on A65.	
	Severance		Substantial reduction along A65.	Would increase with future traffic growth on A65.	

GROUP 4 - POLICIES FOR CONSERVING AND ENHANCING THE AREA

POLICY	AUTHORITY	INTEREST	PUBLISHED SCHEME	DO NOTHING	COMMENTS
To conserve and enhance the natural beauty of the landscape	Yorkshire Dales National Park	Area affected (Hectares)	6.83	0	A length of approximately 1500 metres of the Published Scheme is inside the National Park. It is no more than 150 metres from the southern boundary. The OPRE do not consider this area to be high-grade landscape.
Make provision for recreational enjoyment of the area	Yorkshire Dales National Park	Walking	One footpath would be severed by the route and would be diverted over an accommodation bridge.	No change	
To protect archaeological sites	North Yorkshire County Council	Number of sites affected	1	0	Structure Plan Policy states 'Development Proposals which could result in damage to or destruction of sites of archaeological importance will normally be refused.'
To protect the Conservation Area	Craven District Council	Area affected (Hectares)	0	0	The Published Scheme would remove traffic from the Conservation Area.

GROUP 5 - TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES

POLICY	AUTHORITY	INTEREST	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Tree Preservation Order (TPO)	Craven District Council. Yorkshire Dales National Park.	Effect on trees	Passes through the area of the TPO but has minimal effect on the trees.	No change	Landscaping measures would include tree planting.
To assist economic growth by reducing transport costs	Department of Transport	To improve the ease of access between the West Yorkshire conurbation and the M6 and west of Scotland.	This scheme is part of the overall strategy for improving the A65.	No change	Government White Paper 'Policy for Roads in England: 1987'.
To improve the environment by removing through traffic (especially lorries) from unsuitable roads in towns and villages	Department of Transport	Remove through traffic from the village.	Would remove approximately 67% of traffic from the village.	No change	Government White Paper 'Policy for Roads in England: 1987'.
To enhance road safety	Department of Transport	Relief of driver stress.	Driver stress reduced from moderate to low.	Driver stress would remain as moderate.	Government White Paper 'Policy for Roads in England: 1987'. The Published Scheme would provide overtaking opportunities, unavailable at present.
		Reduction in likelihood of agricultural accidents.	No direct accesses from route into adjacent fields would be provided.	All direct accesses onto trunk road would remain.	

GROUP 5 - TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES

POLICY	AUTHORITY	INTEREST	PUBLISHED SCHEME	DO NOTHING	COMMENTS
To enhance road safety (Contd)		Implementation of DTP standards.	No departures from standards.	All of the sub-standard features inherent in the existing road would remain, affording few safe overtaking opportunities for the driver.	
To relieve congestion and related environmental problems by the construction of diversionary routes where problems cannot be overcome by traffic management measures. Policy T.8	North Yorkshire County Structure Plan	Traffic through the village.	Very effective	Problems would get worse with future traffic growth.	

GROUP 6 - FINANCIAL EFFECTS

POLICY	AUTHORITY	INTEREST	PUBLISHED SCHEME	DO NOTHING	COMMENTS
Department of Transport	Construction cost	£M (PVC)	1.889	0	Costs are discounted from years of expected expenditure to 1979 at 1979 prices. (PVC = present value costs). (PVB = present value benefits). (NPV = net present value).
	Land costs	£M (PVC)	0.071	0	
	Compensation costs	£M (PVC)	(included in land costs)	0	
	Maintenance costs	£M (PVC)	-0.046	0	Excess maintenance cost due to additional length of road or improved lighting, signing, etc.
	Total cost	£M (PVC)	1.914	0	
Total quantified monetary benefits		£M (PVB)	High 2.271 Low 1.548	High 0 Low 0	Includes savings in time, vehicle operating costs and accidents. Taken from Group 1.
Net Present Value compared to Do Nothing		£M (PVB)	0.357 0.366	0 0	

SECTION FOUR
ALTERNATIVE ROUTES

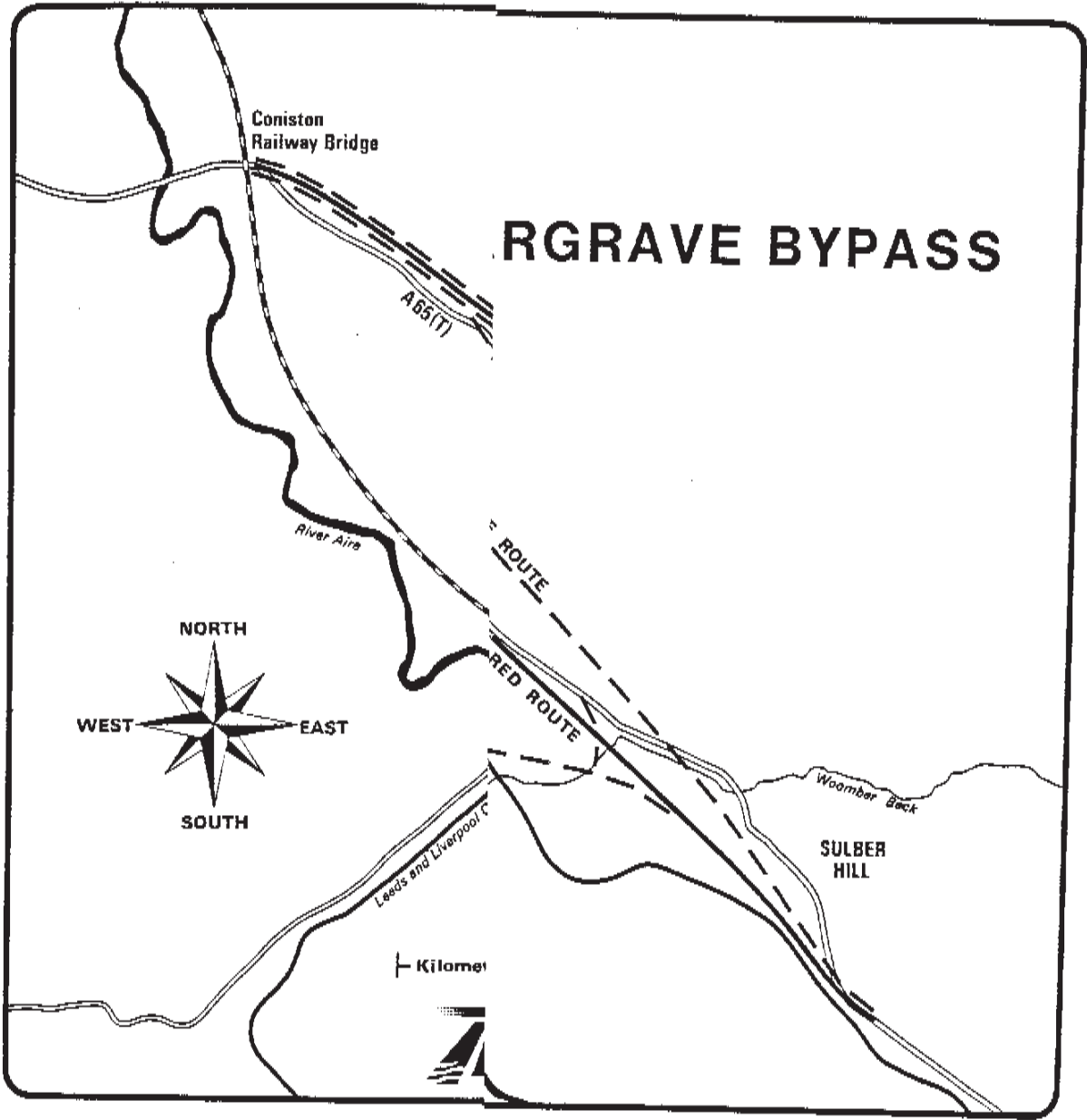
4.1 General

4.1.01 During the Public Consultation a number of alternative routes to the north of the village were considered, there were three to the west (Yellow, Purple, Green) and two to the east (Blue, Red), as shown on Figure 4. They would all have similar effects on the landscape as the Published Scheme (Purple-Red) and consequently they would all require similar mitigation measures.

4.1.02 The only route investigated which would have a significantly different impact on the landscape of the Gargrave Area is a route to the south of the village - the Orange Route - and this is described in Section 4.2. This route was investigated prior to the Public Consultation but was discarded because of its significant effect on the environment and its high cost. Consequently this route was put forward as a rejected alternative at the Public Consultation.

4.2 Orange Route

4.2.01 The Orange Route would follow the alignment of the Published Scheme through a cutting in Great Haw Hill but sweep southwards on leaving the cutting. The route would cross the A65 west of a clump of mature roadside trees onto an embankment which sharply increases to a maximum height of 9 metres (29 feet). The route crosses the track to Marsh Barn at ground level and a T-junction would be formed with the A65. The route would continue southwards on embankment towards the Leeds and Liverpool Canal which would be crossed just north of Steg Neck Bridge. From the canal bridge the route would continue south of Stoney Butts Laithe on an embankment which would increase to a maximum height of 6 metres (19 feet) as the route approaches the proposed bridge over the River Aire and Marton Road. From this bridge the route would continue on a maximum 6 metre (19 feet) high embankment over Crosber Beck before entering a shallow cutting. The route would run parallel and close to the existing railway track on a shallow



ALTERATION

Figure 4

embankment and then enter a cutting which would increase to a maximum depth of 6 metres (19 feet) at Mosber Lane (which forms part of the Pennine Way). The route would continue eastwards from Mosber Lane on a maximum 6 metre (19 feet) high embankment close to the railway, and enter the southern edge of the Gargrave Conservation Area. On leaving the Conservation Area just north of the railway station, the route would form a grade-separated junction with Broughton Road. From the junction the route would sweep north-eastwards towards the River Aire descending onto a 2 metre (6 feet) high embankment across the floodplain. The road would continue round the north side of the sewage works to climb over the River Aire. From the river bridge the route would continue to rise on embankment to cross the Leeds and Liverpool Canal west of Highgate swing bridge. The embankment would continue eastwards rising to its maximum height of 5 metres (16 feet) as it crosses Woomber Beck before sweeping round to pass south of the A65. A T-junction would be formed with the existing road east of Woomber Beck. The route would then enter a cutting up to 9 metres (29 feet) deep south-west of Woomber Bridge and continue on a shallow embankment before rejoining the A65 at the same point as the Published Scheme.

SECTION FIVE
NON-TECHNICAL SUMMARY

5.1 Description of Published Scheme

5.1.01 The terminal points for the Published Scheme would be Coniston Cold Railway Bridge over the A65 in the west and a point on the A65 south of Sulber Hill in the east.

5.1.02 The bypass would be a single carriageway 7.3 metres (24 feet) wide with a one metre (3 feet) hard strip on each side. It would be similar in width to the existing rural road but would have wider verges and some local widening at junctions would be required.

5.1.03 From the Railway bridge the route would run parallel to the existing road for about 0.8km (approximately half a mile) before turning eastwards and crossing Mark House Lane north of Gargrave House. It would swing between two houses on Eshton Road before entering the National Park as it crosses Ray Bridge Lane. It would briefly enter the Tree Preservation Area as it passes north of Ray Bridge Farm and continue to a point north of Holme House Farm. Continuing eastwards from Home House Farm it would leave the National Park as it crossed the existing road at Highgate Hill. Swinging south-eastwards it would run parallel with the existing road for a short distance before passing close to the canal and rejoining the recently improved section of the existing road south of Sulber Hill.

5.2 Landscape Proposals

5.2.01 The landscape measures associated with the Published Scheme endeavour to integrate the proposed roadworks into their surroundings. The measures proposed include:-

- a) Modification to some slopes of proposed embankments to help blend them into their surroundings.

- b) The provision of mounding and planting as may be appropriate to protect the views and privacy of affected residential properties.
- c) The provision of planting which is in keeping with the landscape character through which the road passes.
- d) Keeping to a minimum elements of the scheme which may be visually intrusive or inappropriate to this rural setting.
- e) Proposals to remove and restore to agricultural landscape sections of the present highway which would be abandoned.

5.2.02 It is considered that the careful use of proposals of this type would help to mitigate the effects on the landscape.

5.3 Effects of the Published Scheme

5.3.01 Although the Published Scheme enters the National Park for a length of 1500 metres (1625 yards) it encroaches into the Park from the southern boundary by no more than 150 metres (163 yards). It is not considered that this landscape is of greater quality than that through which the rest of the Published Scheme passes, and no special mitigation measures are proposed.

5.3.02 A length of approximately 300 metres (325 yards) of the Published Scheme passes through the Tree Preservation Area and has little overall effect upon this area.

5.3.03 The Published Scheme avoids the Conservation Area and would have the effect of removing about 70% of traffic on the existing A65 from the area.

5.3.04 The reduction in traffic using the main road through the village would make it easier for pedestrians to cross the main road.

5.3.05 The construction of the Published Scheme would result in 134 residential properties experiencing a reduction in traffic noise and 13 experiencing an increase in traffic noise. It would also result in 31 commercial premises (including shops) experiencing a reduction in traffic noise; no commercial premises would experience an increase.

5.3.06 The Published Scheme could be seen from about 13 residential properties.

5.3.07 Eight farms would be affected by the Published Scheme.

5.3.08 Canal users would be aware of the Published Scheme in the vicinity of Sulber Hill and Eshton Beck.

5.4 Alternative Routes

5.4.01 Six alternative routes were considered at the Public Consultation. These would all have been north of the village and have similar effects on the landscape.

5.4.02 One route south of the village was considered prior to the Public Consultation and was discarded because of its significant adverse effect on the environment and its high cost.

SECTION SIX
CHOICE OF PUBLISHED SCHEME

6.1.01 The Published Scheme has been chosen from the alternative routes which were considered at the Public Consultation. All these alternatives were economically viable with very little to choose between them at that time. They were all routed to the north of Gargrave Village, passed through the Yorkshire Dales National Park and avoided the Conservation Area.

6.1.02 The choice of the preferred route was made by examining which alternative would be most beneficial in landscape and agricultural terms. However, it also took account of the views expressed by the public and environmental bodies both during and following the Public Consultation exercise.

6.1.03 All the main effects on the landscape were considered by viewing each route option from nearby vantage points the local road network and the existing settlements. As well as considering the effect on the village of Gargrave and its inhabitants, long distance views and the effect on the National Park, Pennine Way and the Leeds and Liverpool Canal were also assessed.

6.1.04 The route which was finally considered to have the least environmental effect was the combination of the Purple and Red options. This route was also the most popular choice with the public and consequently it was chosen for the Published Scheme. It is supported by many of the Environmental Bodies.

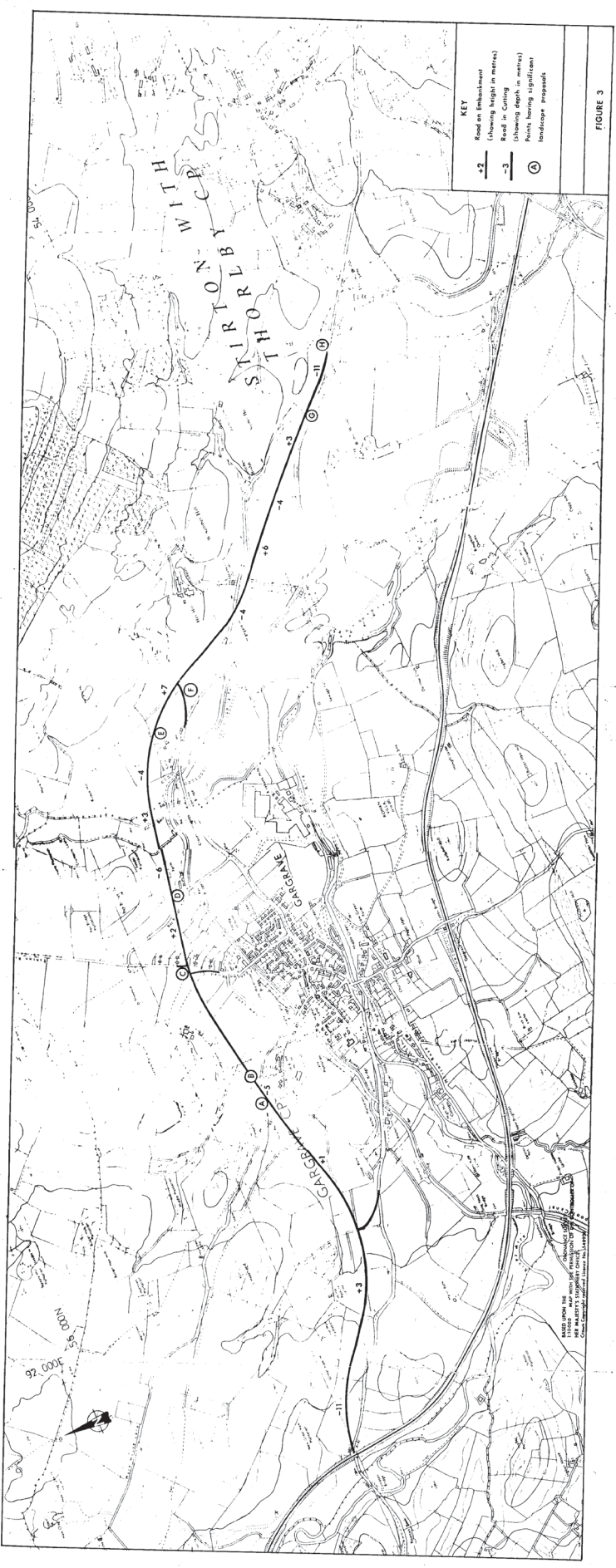


FIGURE 3

MADE FROM THE
 THE METRIC SYSTEM
 GREAT BRITAIN'S OFFICIAL MAPS
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