

Frequently asked questions

Clementhorpe Flood Alleviation Scheme

Edition 1: published July 2019

On 21 March we submitted our planning application for the Clementhorpe Flood Alleviation Scheme (19/00570/FUL). A number of objections have been received. We are currently providing further information to City of York Council in response to these concerns. These Frequently Asked Questions aim to answer many of the questions that have been raised. As a live document, when new information becomes available, we will update and publish it via social media, our webpages and email. If you would like to receive updates, please contact us at yorkfloodplan@environment-agency.gov.uk

Scheme design

Why does Clementhorpe need flood defences?

The York 5 Year Plan, developed after the allocation of £45.2M following the flooding of 2015, aims to provide a consistent standard of protection along the River Ouse. Clementhorpe has a long history of flooding and other than a short length of flood defence on Lower Ebor Street, the community remains undefended. The community is affected frequently by flooding to the local road network and in 2015 a number of properties experienced internal flooding.

What is the proposed Clementhorpe flood alleviation scheme?

The proposed Clementhorpe flood alleviation scheme aims to better protect 135 properties between Skeldergate Bridge and Rowntree Park. The scheme consists of the:

- Raising of existing boundary walls at Postern Close and installation of a new flood defence between Postern Close and Postern House;
- Installation of a bi-fold flood gate on Clementhorpe, at its junction with Terry Avenue;
- Construction of a standalone flood wall in front of Waterfront House;

- Installation of a new flood wall and raising of the road level at Dukes Wharf;
- Construction of a new flood wall to tie into the newly improved defences on Lower Ebor Street;
- Raising the height of the existing flood defence walls and construction of earth embankment/walls to the boundary of Rowntree Caravan Park;
- Construction of an embankment and dwarf wall to the boundary of Rowntree Park to tie into high ground.

What standard of protection will the proposed works provide?

The proposed flood defences have been designed to protect properties against a 1 in 100 year flood – a flood that statistically has a 1-percent chance of occurring in any given year. We have also applied an additional increase in peak river flow of 2.4-percent to take into account the impact of climate change up to 2039.

What about the impact of climate change post 2039?

Flood defences in York are being designed to incorporate climate change impacts to 2039. We recognise that we cannot keep building defences higher. Doing so would significantly change the riverside landscape and be incredibly expensive.

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We are currently assessing how we use our upstream washlands to reduce river levels within the city. This combined with catchment management approaches such as tree planting and peat restoration will all help slow the flow and reduce peak river levels.

You have looked at defending Clementhorpe in the past but could not get funding. Why can we fund a scheme now?

After the flooding of 2015, we were allocated £45.2M from Government to better protect the city. This money needs to be spent by March 2021. This means we need to commence construction before this date otherwise funding may be withdrawn.

In 2014 the way flood defence schemes are funded changed. Rather than being funded purely by Government, schemes are able to receive a percentage of funding – topped up by cost savings and/or external contributions. This means more schemes have been delivered across the country and gives communities a greater say in what is delivered.

Under this new approach, the scheme we are proposing in Clementhorpe would require additional funding to proceed. The additional funding we received from the Government in 2016 has allowed us to have some flexibility in terms of the need to seek a contribution. This funding is a once in a lifetime opportunity to progress schemes in the city that would not normally have met our stringent requirements.

Why is it necessary to close Terry Avenue for up to 18 months?

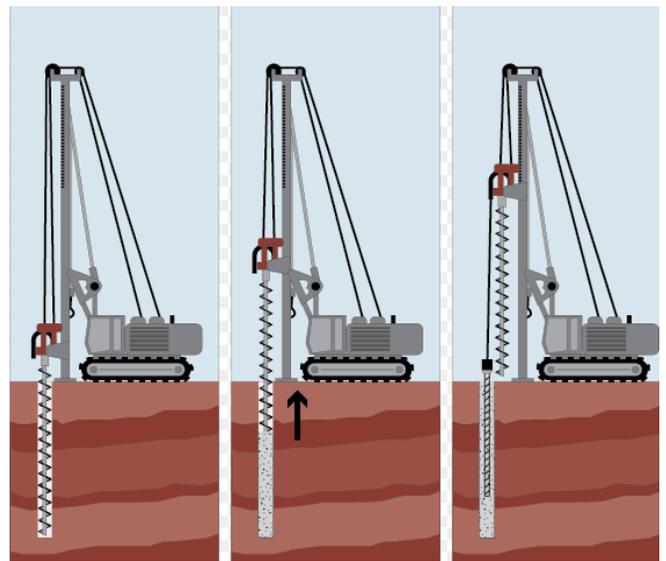
It will be necessary to close a 125 metre section of Terry Avenue between Postern Close and Dukes Wharf. This is to install new flood defences in front of Waterfront House and provide an underground cut off. A cut off is required to prevent water going around or under the new flood defence wall.

Existing utilities within the footpath and highway of Terry Avenue will need to be diverted. Work is also

required on the sewer running along Terry Avenue. This is to enable the cut off and flood wall foundations to be installed.

To divert services, a significant portion of the footpath and highway will be excavated to a substantial depth – preventing access to vehicles. Whilst this work is carried out access for cyclists and pedestrians may be able to be maintained however confirmation is required from utility providers before this commitment can be made.

The biggest impact on the road closure is the installation of the 7 metre underground cut off using secant piles.



Secant piled walls are formed by constructing reinforced concrete piles that interlock. First a guide wall is constructed to ensure the secant piles are placed correctly. A series of primary piles are installed, then secondary piles, reinforced with high strength concrete and steel, overlap the primary piles. To do this we will require:

- Concrete Wagon;
- Piling Rig;
- 13 tonne Excavator (to remove material).

Due to the size of this equipment and the health and safety for members of the public it will not be possible to allow vehicles, cyclists or pedestrians



within the working area whilst piling work is underway.

Why can't we just use the Aqua barrier that was installed in 2008?

In 2008, an Aqua Barrier was installed across Clementhorpe as a trial. This did not include an underground cut-off and as such, when first operated, flood water found its way under the road, emerging through its surface and kerb joints. The Clementhorpe flood alleviation scheme proposes a bi-fold flood gate at this location, with an underground cut-off.

Why is a demountable flood defence across the junction of Clementhorpe and Terry Avenue not being considered?

There are a number of reasons why we have disregarded a demountable flood defence:

- **Transportation of asset:** The defence would be stored at our depot in Riccall and would require early deployment based on a forecast river level. There is a risk of unnecessary deployment and delay in operation due to transportation.
- **Risk of damage:** To enable the construction of the asset, fixtures would be placed in the highway. Clementhorpe, as the prime access route to the Caravan Park, is subject to heavy vehicles. There is a high risk of fixtures being damaged which could result in defence failure due to unsuccessful defence operation.

Demountable defences are light weight to ensure quick installation however as such can be easily damaged in storage and operation. This increases the risk of unsuccessful defence operation and increases maintenance costs.

Wouldn't a demountable flood defence be cheaper than a bi fold floodgate?

Any solution at this location requires underground works including the removal of existing

infrastructure, utility diversions and cut off installation.

Whilst the upfront cost of a bi-fold gate may be higher than a demountable, a bi-fold gate requires significantly less maintenance and less operational costs.

Isn't the floodgate, at the junction of Clementhorpe and Terry Avenue, likely to attract graffiti?

We recognise residents' concerns in regards to anti-social behaviour. The proposed storage cabinet can be painted with anti-graffiti paint. It should be noted however, that should the cabinet be subject to graffiti, this does not affect the operation of the asset and it is not Environment Agency policy to remove or repaint the asset. Any anti-social behaviour should be reported to City of York Council.

Can the proposed floodgate cabinet, at the junction of Clementhorpe and Terry Avenue, be faced in brick cladding?

We have identified a supplier who can provide a light weight brick cladding which will match the surrounding architecture. We have received feedback from City of York Council's Conservation Architect on our planning application who has requested that the Waterfront House flood wall be clad in brick to "maintain the setting and significance of the Conservation area". We are currently in discussions with City of York Council in regards to options to provide an alternative finish to the proposed floodgate cabinet. It should be noted that, whilst technically feasible to brick clad the cabinet, the final decision will be dependent on conditions applied by City of York Council as the planning authority.



Engagement

What level of engagement have you had with the community?

A significant level of engagement has been carried out since 2016 to develop our proposals. We have submitted a Statement of Community Involvement as part of our planning application. This summarises our engagement activities to date and can be viewed using the following link, application reference 19/00570/FUL

<https://planningaccess.york.gov.uk/online-applications/search.do?action=advanced>

How has the community been engaged?

A number of different approaches have been used to engage with the community. For those directly benefitting from our proposals we have held 6 public events, utilised social media (Facebook and Twitter), press releases and newsletters. We have written to each property owner directly to inform them of our proposals. A mailing list has also been developed to enable the efficient publication of our local newsletter and the quarterly city wide newsletter.

For the wider community, all public events have been advertised via social media and press releases. We have also provided posters to local contacts to display in local notice boards, however we understand that these have not been displayed despite our requests. We also hold all information, including historic engagement material, at our community hub located on Wellington Row opposite Aviva. Should residents' wish to view information related to Clementhorpe, and any other element of the York 5 Year Plan, they should visit our webpages at <https://consult.environment-agency.gov.uk/yorkshire/yorkfasclémenthorpe/>

Why weren't local cycle and walking groups contacted directly?

Whilst developing our plans we have prioritised engagement with those residents who will directly benefit from our proposals. This is to ensure that

they are acceptable to the local community, particularly where our work will directly impact on properties. Residents who have experienced flooding also hold valuable information that can help the design of flood defence options.

We have worked closely with the Highways Authority and City of York Council, to understand the limited options for access and diversion. Following the submission of our planning application, we are now in the position to listen to the wider community, including cyclists and pedestrians to understand their concerns and provide mitigation where appropriate.

How can we stay up to date on plans for the area?

Our webpage contains the most up to date information. There are also a number of ways to contact us.

York FAS website: <https://consult.environment-agency.gov.uk/yorkshire/yorkfas/>



yorkfloodplan@environment-agency.gov.uk



Wellington Row, York YO1 6FZ
Open: Mon | Wed | Thurs 10-4



@YorkFAS



York Flood Alleviation Scheme,
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House, 1-2 Peasholme Green,
Kingspool, York YO1 7PX

If you would like to be on our mailing list for the Clementhorpe scheme, please contact us using one of the options above quoting 'Clementhorpe mailing list'.

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Proposed site compound

What will the site compound be used for?

The site compound will be used to stock pile materials and house construction equipment. In addition, the compound will include:

- Site office and meeting room;
- Staff welfare area including toilets, kitchen and showers;
- Staff parking provision.

How will the compound be kept secure?

The compound will be secured using heras fencing and will be locked at all times. Out of hours security will be in place including weekends.

Can Rowntree Park car park be used as the compound area?

Rowntree Park car park was dismissed as the preferred location of the compound for a number of reasons:

- Onset of flooding;
- Loss of parking revenue;
- Loss of disabled parking;
- Impact on tree canopy of large construction vehicles along Terry Avenue;
- Close proximity to children's play area.

Proposed access

What is a Construction Traffic Management Plan?

The purpose of a Construction Traffic Management Plan is to help minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

What is the status of the Clementhorpe Traffic Management Plan?

An Outline Traffic Management Plan has been submitted as part of our planning application, ref 19/00570/FUL. As the details of the scheme are refined, we will continue to engage with residents and the wider community to develop a final Traffic Management Plan. This will be agreed by the Highways Authority and City of York Council, prior to work commencing. We expect this to be a planning condition should our planning application be approved.

What options for access have been looked at?

A number of access options have been reviewed in the development of the Outline Construction Traffic Management Plan:

- Skeldergate;
- Bishopgate;
- Clementhorpe;
- Lower Darnborough Street via Cherry Street;
- Vine Street;
- Terry Avenue via Butcher Terrace.

As a riverside community, access options are limited and restricted further due to the type of works taking place. At the Micklegate Ward meeting on the 15 July, we will present the above options and the reasons why they were discounted in favour of Terry Avenue via Butcher Terrace. The material presented will be made available on our webpages on Tuesday 16 July.

What if I have alternative access suggestions or issues that have not been considered?

At the Micklegate Ward meeting on the 15 July, attendees will have the opportunity to raise any



suggestions and issues with us directly. If you are unable to attend, you can also contact us directly.

Can caravans use their emergency access along Vine Street during the works?

We have engaged with the caravan club to determine the best access options for the length of the construction work. There are a number of reasons why using Vine Street as the primary access route for caravan and motorhomes has been discounted:

- Parking suspensions along the length of Vine Street;
- Site security is located at the front of the site and all vehicles require permission to enter via a manually operated barrier;
- The Vine Street emergency access road will be out of use for a period to allow the construction of flood defences.

How will people access Roomzzz Aparthotel?

Our current proposal is for vehicular access via Butcher Terrace, along Terry Avenue to the Aparthotel. Due to restricted site parking, vehicle movements will be restricted to visitor drops off and site servicing vehicles.

We have engaged with the site agents to further understand the implication of our works on site operation. We will continue working with the sites Operations Team to confirm access requirements and opportunities, minimising the impact on the local community where possible. As plans are finalised we will update the Construction Traffic Management Plan and inform the community prior to construction starting.

How will we make the area around Millennium Bridge and Terry Avenue safe for pedestrians and cyclists?

We recognise that the area around Millennium Bridge is extremely busy, particularly at peak times of the day. Our current proposal is to use this area as access to Terry Avenue and our site

compound. Whilst we are yet to design the site layout in this location, there are a number of ways in which public safety can be maintained such as:

- Segregating vehicular and pedestrian/cyclist movements;
- Limiting vehicular movements to outside peak travel times;
- Using a banksman/signaller to direct the movement of construction vehicles on and around the site;
- Restricting speed limits on all vehicles.

We are currently liaising with City of York Council highways department, as part of our planning application, to further understand the risks and how to manage these effectively.

Will parking suspensions be required on Butcher Terrace?

Our Outline Construction Traffic Management Plan does not stipulate parking suspensions along Butcher Terrace. Concerns have been raised in regards to vehicle damage due to increased vehicular traffic, particularly construction and caravan park traffic.

As we develop our full Construction Traffic Management Plan, prior to commencing, we will engage with the residents of Butcher Terrace to determine the requirement for parking suspensions. Should suspensions be confirmed, alternative parking will be provided including the provision of disabled parking where existing disabled allocations are affected.

Will any trees be lost to allow access from Butcher Terrace along Terry Avenue?

Our current proposal identifies 1 tree to be felled as part of the Clementhorpe flood alleviation scheme. This is located at the boundary between Lower Darnborough Street and the garages of Dukes Wharf.

No trees along Terry Avenue are to be felled as part of our work. Crown lifting and the removal of



lower branches, may be required on seven trees close to Millennium Bridge and those along Terry Avenue.

Where possible we will avoid large scale tree works. Existing vegetation will be protected through the use of root protection zones and protective fencing.

If trees are lost, will they be replaced?

Our current proposal identifies 1 tree to be felled, away from Terry Avenue. Whilst we endeavour to prevent tree loss we have a replanting ratio of 5:1 - we plant 5 for each 1 felled. We are currently working with arboriculturalists from with City of York Council to agree the numbers and size of any replacements required.

The proposal is for Terry Avenue to be opened to vehicular traffic with passing places. Where will these passing places be?

There are a number of locations along Terry Avenue where temporary passing places could be installed. These are where larger spaces between existing trees and tree canopy are present. These locations will be favoured to ensure impact on the environment is minimised. Through further engagement with the Highways Authority, we will confirm the locations of these passing places and inform the community prior to construction starting.

Can you confirm that following the works, Terry Avenue will be reinstated and vehicular traffic prohibited?

Following the completion of works on the Clementhorpe flood alleviation scheme, Terry Avenue will be reinstated to prevent vehicular access.

How will grass verges along Terry Avenue be protected to prevent damage from passing vehicles?

Where possible grass verges will be maintained. To reduce the impact of vehicular movements, a protective membrane could be installed. Prior to work commencing a detailed survey will be carried

out to confirm the existing condition of grass verges along Terry Avenue. Should damage occur, these verges will be reinstated to their existing condition and where possible improved.

How has the impact of works on public health been taken into account, for example air pollution and noise?

As an organisation, we always consider ways to minimise our environmental footprint during any works we carry out. However the monitoring of air quality and the benefit of public amenity in terms of health and wellbeing during construction is a matter for the Local Authority. As part of the completion of our works, we will ensure that all areas are reinstated for all residents to enjoy again.

Proposed diversion

Is the proposed diversion fixed?

No, our Outline Construction Traffic Management Plan is a live document and is currently draft. We are aware of a number of concerns raised regarding our proposed diversion. A number of alternative suggestions have been submitted to us. We are currently reviewing these options and engaging with the relevant parties. Once we know more we will update this FAQ as set out above.

What is the proposed diversion for pedestrians and cyclists?

While local cycle and foot traffic will be able to negotiate the residential area of Clementhorpe it is considered prudent to divert the through route totally clear of the area.

Diverting access across Millennium Bridge and down the east bank path utilises an existing cycle route, maintaining a vehicular free route. The main area of concern is how pedestrians and cyclists re-access the right bank of the river.

Where possible access through a series of left turns is the preferred approach to reduce the need for cyclists crossing the carriageway.



Southbound cyclists can exit Skeldergate and, through a series of left turns entirely within cycle lanes, gain the east bank of the river via Tower Gardens. Northbound traffic would have to bear right off the river bank through St Georges Field car park and coach park, turning left through Tower Street roundabout and over Skeldergate Bridge. A further left turn into the cycle lane on Bishopgate Street would allow them to regain the original route via a left turn onto Terry Avenue and pass back under the bridge.

Will access across Millennium Bridge be maintained throughout the construction period?

Yes, we have no plans to close access to Millennium Bridge.

The proposed diversion for cyclists and pedestrians is via New Walk. How will this increased foot fall be managed now white lines segregating users have been removed?

We will work with local groups to ensure our approved diversions are well communicated in advance of construction commencing. All pedestrian and cyclist diversions will be clearly sign posted throughout the period of construction.

It is the policy of City of York Council to no longer provide pedestrian and cyclist segregation along areas such as New Walk. We currently have no plans to reinstate this segregation. We will continue to work with City of York Council to develop our diversion proposals to ensure increased foot fall is appropriately managed.

The diversion for pedestrians and cyclists is proposed to cross St George's Field car park and coach park. Isn't this going to be closed due to building works as part of The Caste Gateway Project?

We are aware that there is proposed work to construct a multi-story car park in St George's Field car park and coach park. We are currently engaging with the team behind this development to determine whether access is viable and

alternative options to ensure public safety is not compromised.

Skeldergate Bridge is heavily trafficked with narrow cycle lanes. How can cyclists safely use this route?

Whilst cycle lanes are in place along Skeldergate Bridge, we recognise that this length of the proposed diversion is narrow and busy. We will continue to work with City of York Council to develop our diversion proposals. Should residents have alternative suggestions for how cyclists can regain access to the right bank of the river we would welcome suggestions via our email address: yorkfloodplan@environment-agency.gov.uk

The proposed diversion for cyclists will not allow adapted bikes or trailers to pass. How can users of these cycles access the diversion route?

We welcome all feedback on our proposed diversion route. Should residents have alternative suggestions for how adapted bikes and trailers can regain access to the right bank of the river we would welcome suggestions via our email address: yorkfloodplan@environment-agency.gov.uk

Will cyclist and walking groups be engaged to identify adequate diversions prior to work commencing?

The Outline Construction Traffic Management Plan is a live document and will be updated throughout the planning process and as details of the construction requirements are refined. Following the Councillor led meeting on 15 July we will confirm the most effective way to refine our proposed diversion route and adequate mitigation. We look forward to working with the local community to deliver the Clementhorpe flood alleviation scheme whilst minimising its impact on the community.

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