A63 Selby Bypass

Client: Highways Agency/ Skanska/ High Point Rendel
Completed 2009

The scheme has created a complete southern bypass of Selby Town, a distance of 9.7 miles, between the A63, to the west of Thorpe Willoughby, and the Ricall and Barlby Bypass. It also includes an opening (swing) bridge crossing of the River Ouse.

Moore Environment were the environmental co-ordinator and landscape architect for the project, responsible for briefing and managing a multi disciplinary team including ecologists and archaeologists, through the development of the detailed environmental design and the implementation of the environmental measures on site.

Key objectives for the scheme were met including:-

- To integrate the road into its surroundings and contribute to the protection of the existing landscape quality. Priority was given to species that occur locally and there was also a reflection of species change along the route. Planting reflected the local forms such as hedgerows and tree belts.
- To protect the existing landscape quality.
- To reduce the visual impact of the scheme and make the road and views pleasant for both the traveller and the local residents - leaving views of key features open for motorists and providing visual interest through species selection.
- To protect existing wildlife and habitats and enhance biodiversity.
- To minimise long term management.

Key environmental measures included:-

- Translocation of selected species rich turfs from a Locally Important Nature Conservation Site (LINCS) which was partially lost.
- Translocation of aquatic and emergent vegetation from a section of The Selby Canal for use in new waterbodies for the scheme.
- Badger mitigation - when badger activity became evident during construction the road design was altered to accommodate 3 tunnels to mitigate potential impact on territories.
- Grass verges designed as species rich grassland on low nutrient substrate.
- Reducing topsoil depths for areas of proposed open grassland to significantly reduce fertility, supress the establiishment of rank vegetation and reduce long term management.
- Exposing rock at varying heights as a landmark feature where the scheme cut through wooded sandstone outcrop of Brayton Barff.
- 18.3 hectares of native woodland planting, 11.5 km of mixed native species hedgerows and 1.8 hectares of species rich grassland.

Behind: Attenuation Pond
Sustainable urban drainage is a key feature of the scheme with 8 hybrid pond systems installed to attenuate and treat road drainage. Overall the ponds were designed as a series, to provide different habitats and each pond was designed to maximise its value for nature conservation.

Moore Environment

Technical Summary

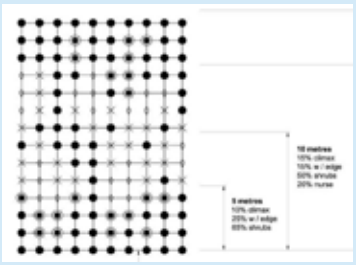
A63 Selby Bypass

Location:	North Yorkshire
Type of scheme/site and size:	10km (9.7m) of Highways Agency Bypass Road
Outline brief:	Role of Environmental Co-ordinator and Landscape Architect, brief and manage a multi-disciplinary team, from detail design through construction, to the end of 5 year aftercare.

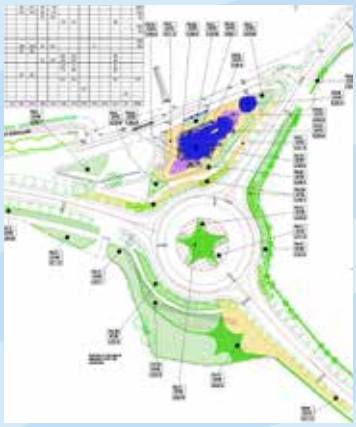
Contract type and value:	Design and Build. £57m at 2002 prices
Completion dates:	Construction: 2004. L-scape phased works: 2002 - 2004, 5 year aftercare period ended in 2009

Project team:	Client: Highways Agency. Main Contractor: Skanska. Env. Co-ordinator & L-scape Architect: Moore Environment. Lead Designer: High Point Rendal. L-scape Contractor: Ashlea Limited Ecology: Dr Jeff Lewis and Derek Whitcher Archaeology: Birmingham University Archaeology Unit
Planning authority:	North Yorkshire County Council

Planting and Soils:



Extract of woodland planting matrix



Extract of landscape layout sheet

The following soil depths were used:-

- Areas of dense tree and shrub planting : 300mm
- Grassed areas - topsoil restricted to 50mm to lower fertility
- Species rich grassland - remained as subsoil.

Planting matrices were used to ensure:-

- Correct setting out of species for the benefit of early establishment
- Optimum growth development
- Environmental objectives were achieved by building long term management into the design.

Most tree and shrub stock were native species found locally planted as transplants at close centres to aid establishment and long term sustainability. Larger sizes were used where a more instant effect was required.

The landscape design ensured:-

- Views to the road are screened from properties and other sensitive receptors
- Earthworks and structures are integrated into their surroundings
- Motorists are given clear views of key features such as the River Ouse and the swing bridge
- Feature plots provide landmarks at appropriate locations, adjacent to bridges etc which contrast with the background planting
- Roundabouts are planted with striking and feature species to provide a sense of place.

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