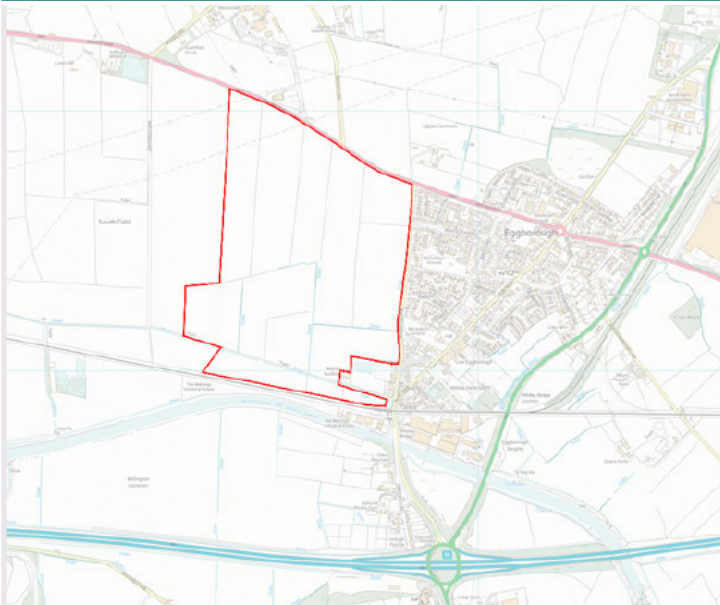


Land to the Western Boundary of Eggborough

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Prepared for:		Prepared by:		Reviewed / approved by:	

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Headline summary

Planning outcome	Site location
<i>The recommendation to National Highways is Holding recommendation. Further information is required (as identified below).</i>	

Technical summary

- JSJV has agreed the baseline scenario assessment inputs and assessment results.
- JSJV would recommend that a vision-led approach should be followed to ensure that the proposed mitigation is acceptable to National Highways from a safety perspective.
- JSJV consider the junction mitigation scheme to be acceptable but a Stage 1 Road Safety Audit [RSA] (in accordance with DMRB GG119), a Walking, Cycling and Horse Riding Assessment (in accordance with GG142) and a Safety Risk Assessment (in accordance with GG104) should be prepared and submitted to National Highways for review.
- We would emphasise that further discussions are required with North Yorkshire County Council on the intentions for their Local Plan as it emerges.

1 Overview

1.1 On behalf of National Highways, the Jacobs Systra Joint Venture [JSJV] has undertaken a review of planning application reference ZG2023/1037/EIA. The following information has been provided and is the subject of this review:

- Technical Note [TN]: Response to National Highways Comments

1.2 The Applicant is Banks Property and their Transport Consultant is iTransport [iTP]. The Local Planning Authority [LPA] and the Local Highway Authority [LHA] is North Yorkshire Council [NYC].

1.3 On the basis of this review, this JSJV Technical Memorandum [TM] comments on the technical elements that have been discussed within the proposed TN.

2 Development proposals and site location

2.1 The proposal seeks the development of:

- 1,500 new residential units to be delivered in phases by 2048, with approximately 945 within the Local Plan Period to 2040, with a minimum of 20% affordable units and inclusive of 14 independent living units for older people or those with learning disabilities and 70 extra care units;
- A two-form entry (2FE) primary school plus nursery (although the option also exists for a three-form entry (3FE) primary school on an existing site);
- A local centre to include community and local shopping facilities, comprising:
 - 4,000 sqft (c.370 sqm) food shop;
 - 4,000 sqft (c.370 sqm) non-food retail likely to be split into 2 or 3 separate units;
 - Accessible green space; and
 - Enhancement to the Whitley Bridge Railway Station, including a new station gateway.

2.2 The development site is located approximately 0.6km north of M62 Junction 34, and the location of the site in respect of the SRN can be seen in the figure on page 1.

3 Committed developments.

3.1 JSJV previously suggested that written evidence is required to be submitted to demonstrate that both NYC and Wakefield District Council [WDC] have accepted the list of committed developments.

3.2 JSJV would confirm that evidence has been submitted to show that the proposed list of committed developments has been agreed by NYC and WDC. JSJV supports this approach and would suggest that this matter has now been resolved.

4 Baseline modal splits and residual trip generation

Business as Usual / baseline

4.1 JSJV previously suggested that Selby MSOA 010 should be used as the appropriate baseline scenario for deriving the site's modal share.

4.2 JSJV also stated that the targeted modal splits should take into account the impact of any travel planning measures, any off-site improvements, and any on-site facilities provided by the proposed development (i.e. trip internalisation).

4.3 The TN has provided "Sensitivity Test" which is based on the Selby MSOA 010 dataset.

4.4 The proposed baseline modal splits are presented in Table 1.

Table 1: Proposed baseline modal splits

Mode	AM	PM
Walk	7.7%	6.9%
Cycle	1.2%	1.5%
Car Driver	59.8%	63.6%
Car Passenger	26.1%	24.6%
Bus/Coach	3.9%	2.3%
Rail	1.2%	1.1%
Total	100%	100%

4.5 JSJV would suggest that the proposed baseline modal splits are appropriate.

4.6 The TN presents vehicular trip generation figures based on the previously agreed person trip rates and the Selby 010 MSOA.

Table 2: Vehicle Trip Rates (Business as Usual) – Residential (per dwelling) – Selby 010 MSOA

	AM Peak			PM Peak		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Trip rate	0.109	0.451	0.560	0.404	0.165	0.569
Trip generation	164	677	841	606	248	854

4.7 It is stated that “applying the Selby 010 MSOA modal share to the agreed person trip rates, result in an additional 125 vehicles (two-way) in the AM Peak hour and 93 vehicles (two-way) in the PM Peak hour, generated by the development when compared to the Selby District Authority mode share”.

4.8 JSJV supports the evidence that has been presented and would agree that in the baseline scenario, the proposed development is forecasted to generate 841 two-way vehicle trips in the morning peak period, and 854 two-way vehicle trips in the evening peak period.

Vision-Based Trip Generation

4.9 The proposed TN has not presented an updated vision-based trip generation forecast for the proposed development that is based on appropriate (now agreed) baseline modal splits.

4.10 JSJV previously stated that:

- JSJV welcomes the measures proposed, however, we would suggest that these are not likely to be sufficient to achieve the significant shift in modal share from the 2011 Census data for Selby MSOA 010 (as has been proposed).
- Having analysed the journey to work data, JSJV would suggest that there are significant material differences between the Census 2011 Journey to work data and the proposed baseline modal shift. JSJV would suggest that the large shift in modal split for car drivers is not reflected within the proposed measures. JSJV

would note that private car trips will only reduce if suitable and practical sustainable travel measures are provided as part of the development

- JSJV would reiterate that a revised baseline and target modal share is required, that is reflective of the scale and location of the development in addition to the measures proposed and is accompanied by a clear explanation of the methodology used.

4.11 To ensure that the residual impact is considered (in accordance with DfT Circular 01/2022 and NPPF), JSJV would recommend that the development's forecasted vision-led trip generation should be presented based on the agreed baseline modal splits, and taking into account the proposed Travel Plan measures and any proposed mitigation schemes. The Business-as-Usual trip generation should be considered alongside the vision-led trip generation; not as a substitute.

Travel Plan

4.12 Nonetheless, JSJV would suggest that the agreed baseline modal share should be presented in an updated Travel Plan [TP].

4.13 Furthermore, JSJV would suggest that revised target modal splits are presented, based on the agreed baseline modal share and take into consideration the impact of any travel planning measures, any off-site improvements, and any on-site facilities provided by the proposed development (i.e. trip internalisation).

5 Junction capacity assessments

5.1 Revised junction capacity assessments have been undertaken at M62 Junction 34.

5.2 JSJV previously undertook an audit on the following model: **M62J34 - Mitigation EB Slip Signalised Rev A.lsg3x.**

5.3 The review highlighted no major concerns with the proposed LinSig model. JSJV maintains this position. JSJV also supports the inclusion of all the additional committed development traffic and Wakefield Local Plan sites, which NYC and Wakefield Council has agreed as being acceptable for inclusion in the assessment work.

5.4 The assessments results are replicated below.

Table 3: M62 J34 – Existing Junction Capacity Analysis Results – 2025 Assessment

Approach	AM Peak		PM Peak	
	RFC	Max Q (PCU)	RFC	Max Q (PCU)
M62 (WB Off-Slip)	0.35	1	0.23	0
A19 South	0.5	1	0.31	1
M62 (EB Off-Slip)	1.13	128	0.76	3
Selby Road	0.18	0	0.11	0
A19 (North)	0.55	1	0.68	2

Table 4: M62 J34 – Mitigated Junction Capacity Analysis Results – 2025 Assessment

Approach	AM Peak		PM Peak	
	RFC	Max Q (PCU)	RFC	Max Q (PCU)

M62 (WB Off-Slip)	68.90%	2	41.50%	1
A19 South	63.30%	1	42.50%	0
M62 (EB Off-Slip)	112.00%	98	95.40%	35
Selby Road	47.00%	1	27.70%	1
A19 (North)	82.80%	4	85.60%	6

5.5 It is stated that:

“With the application of the Selby 010 MSOA modal share to the agreed person trip rates for the proposed development, the results of this very robust assessment show that the proposed mitigation scheme would off-set the impact of the proposed development traffic, with reduced queuing on the M62 eastbound off-slip in the AM peak hour compared to the existing junction layout with the 2025 Base + Committed traffic flows. It is therefore determined that the mitigation scheme provides betterment to the existing arrangement, as well as achieving ‘nil detriment’ to the 2025 Base + Committed traffic flow scenario.”

5.6 Given the fact that JSJV has now agreed all assessment inputs for the baseline scenario, it is appropriate for us to comment on the proposed assessment results.

5.7 JSJV agrees that for the baseline scenario, *“the proposed mitigation scheme would off-set the impact of the proposed development traffic, with reduced queuing on the M62 eastbound off-slip in the AM peak hour compared to the existing junction layout with the 2025 Base + Committed traffic flows”*. We would also agree that for the baseline scenario, *“the mitigation scheme provides betterment to the existing arrangement, as well as achieving ‘nil detriment’ to the 2025 Base + Committed traffic flow scenario”*.

5.8 We would, however, highlight that NPPF (2024) and DfT Circular 01/2022 require a vision-led approach to be adopted when making decisions.

5.9 DfT Circular 01/2022 also states that:

“Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.”

5.10 Consequently, JSJV would recommend that a vision-led scenario be assessed to allow National Highways to consider the residual cumulative impacts at the SRN (in accordance with NPPF). It is acknowledged that the vision-led scenario would likely generate fewer trips at the SRN compared to the business-as-usual scenario, however, this should be the case given the need to maximise the site’s sustainable transport assessment and reduce the need to travel.

5.11 If agreed, the assessment results for the vision-led scenario should then be considered by other development proposals to ensure a realistic and reasonable future year scenario.

Proposed mitigation

- 5.12 JSJV has previously withheld comment on the proposed mitigation scheme given concerns with the assessment inputs.
- 5.13 Given we have now agreed the baseline assessment results, JSJV has commented on the requirements for the proposed mitigation scheme.
- 5.14 A Stage 1 Road Safety Audit will need to be undertaken (in accordance with DMRB GG119) and agreed with National Highways prior to National Highways being in a position to recommend any planning conditions. This approach is required because the Stage 1 Road Safety Audit may identify the need for changes to the proposed scheme plans that accompany the planning application.
- 5.15 A Walking, Cycling and Horse Riding Assessment (in accordance with GG142) should be prepared and submitted to National Highways for review.
- 5.16 A Safety Risk Assessment also needs to be prepared (in accordance with DMRB GG104) and submitted to National Highways for review.
- 5.17 DfT Circular 01/2022 states that “*Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary*”. Consequently, the Applicant should either prepare a trigger point assessment to identify when, in relation to the occupation of the development, transport improvements become necessary or should agree to an appropriately worded planning condition that ensures the development can't be occupied until after the required mitigation scheme is in place.

Local Plan Position

- 5.18 As identified in the assessment results, the proposed mitigation scheme demonstrates betterment in the performance of the junction against the baseline position. Nonetheless, queuing at the junction is still substantial. We therefore would emphasise that further discussions are required with North Yorkshire County Council on the intentions for their Local Plan as it emerges.