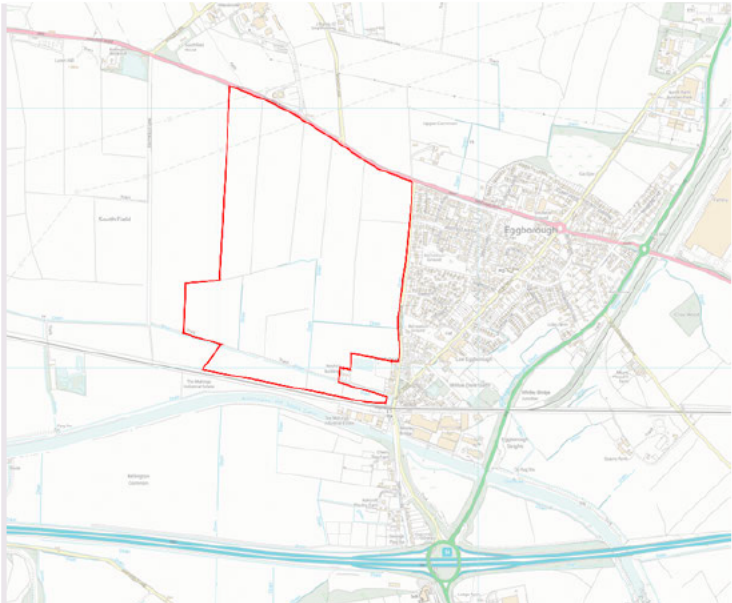


Land to the Western Boundary of Eggborough

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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 Deferral. Further information is required (as identified below).</i>	

Technical summary
• JSJV maintain the view that Selby MSOA 010 should be used as the appropriate baseline scenario for deriving the site's modal share; and • Written evidence is required to be submitted to demonstrate that both NYC and Wakefield District Council [WDC] have accepted the list of committed development.

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 suitability of the information with discussion provided in relation to the details relevant to understanding the impacts of the proposals at the Strategic Road Network [SRN].

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.

2.3 With a view to the above, given the location of the development site, it is advised that National Highways will need to understand the likely traffic impact of the proposals upon the SRN (namely M62) and also the impacts with regards the adjacency of the proposals to the SRN. These matters are the focus of this TM.

3 Previous Reviews

3.1 In September 2024, iTP submitted a Response to National Highways Comments, Residential Travel Plan and a Notes of Meeting document, following a meeting that took place between i-Transport [iTP], JSJV, National Highways and Banks Group [the Applicant] in August 2024 to re-establish discussions regarding the live planning application (ref: ZG2023/1037/EIA).

3.2 JSJV reviewed the submitted documents and offered the following comments:

- The modal share targets for car driver are overly ambitious and inconsistent with mode share targets used to derive the Business as Usual and Vision-Based trip generation;
- While we recognise that the Applicant is proposing a range of measures within the Travel Plan [TP], National Highways would suggest that a revised baseline and targeted modal share is presented that is representative of the scale and

location of the Site, rather than Selby District as a whole. We would expect this to be accompanied by a clear methodology for how the modal share figures have been derived;

- Written evidence needs to be submitted to demonstrate that both NYC and Wakefield District Council [WDC] have accepted the list of committed development;
- Once a revised modal split is agreed between the Applicant and National Highways, the baseline modal split should be used to derive the Business-as-Usual trip rates, using the agreed person trip rates; and,
- Once a revised target split is agreed between the Applicant and National Highways, the baseline modal split should be used to derive the Business-as-Usual trip rates, using the agreed person trip rates.

3.3 iTP has subsequently produced a response to the above JSJV comments which will form the basis of this review.

4 Mode Share

4.1 JSJV previously suggested that there were material differences between the 2011 Census Journey to work data and the proposed baseline modal shift; and that the proposed shift in modal split for car drivers was not reflected within the proposed measures.

4.2 Within the TN, iTP state that they do not agree that using journey to work data is the correct approach as this assumes all peak hour trips are work trips. To evidence this claim, iTP have provided TEMPro data for the Selby Local Authority Area and Selby MSOA 010, which is presented below.

Table 1 – Baseline and Target Modal Share

Journey Purpose	Selby Local Authority		Selby MSOA 010	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
Work	39%	34%	48.1%	41.1%
Employer Business	4.7%	4.7%	6.1%	6%
Education	33.4%	9.4%	26.4%	7.7%
Shopping	10.9%	17.1%	8.4%	13.8%
Personal Business	6.6%	8.3%	6.1%	7.6%
Recreation / Social	2.2%	9.8%	1.8%	7.9%
Visiting Friends and Relatives	1.7%	12.9%	1.6%	12.3%
Holiday / Day Trip	1.5%	3.7%	1.5%	3.6%
Total	100%	100%	100%	100%

4.3 iTP have presented the TEMPro journey to work modal split data to compare against the Census 2011 Journey to work data for Selby MSOA 010.

Table 2 – Baseline Modal Share (Selby MSOA 010)

Mode of Travel	Modal Splits (%)		
	Census MSOA Selby 010	TEMPro MSOA Selby 010 AM	TEMPro MSOA Selby 010 PM
Rail	2%	1.9%	1.5%
Bus	2%	1.4%	1.5%
Car Driver	84%	81.4%	79.5%
Car Passenger	6%	12.1%	13.5%
Cycle	2%	1.1%	1.2%
Walk	4%	2.1%	2.8%
Work from home	0%	0%	0%
Internal to Site	0%	0%	0%
Total	100%	100%	100%

- 4.4 JSJV would agree that the TEMPPro modal splits for journeys to work data for Selby MSOA 010 are not dissimilar to the Census 2011 data. JSJV therefore agrees that *“there is no material disconnect between the Census and TEMPPro, the data sources are aligned”*.
- 4.5 JSJV previously suggested that ITP should derive the modal share using 2011 Census data for Selby MSOA 010 as opposed to the Selby local authority. Within the TN, ITP state that it is more appropriate to use Selby Local Authority data as opposed to Selby MSOA 010 data to derive the modal share given the scale of the proposed development significantly increasing the population of Eggborough. ITP propose that after the proposed development is in place, the population of Eggborough will increase from c. 2,440 as of the 2021 Census to c. 5,800 people and consequently. The TN states that given this change in population, as well as the proposed infrastructure being provided within the development proposals that the use of Selby District as a whole rather than Selby MOSA 010 is appropriate for assessment of the future year SRN operational assessments.
- 4.6 JSJV agree that it is more robust to establish the baseline car borne modal splits considering all journey purposes (i.e. not just journeys to work), however, we maintain the view that the baseline scenario should be determined based on the existing transport accessibility and infrastructure at the place in which the development site is located (i.e. Selby MSOA 010).
- 4.7 Whilst JSJV agree with the view that the site’s MSOA “is not representative of what Eggborough will be with the proposed development in place”, this is effectively describing the future situation and not the baseline conditions (i.e. the position would only be realised as a result of these development proposals).
- 4.8 JSJV maintains the view that the baseline scenario should be determined based on the existing transport accessibility and infrastructure at the place in which the development site is located. 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).
- 4.9 JSJV would suggest that “The change in population, as well as the proposed infrastructure being provided by the development, including on-site facilities” should be considered to derive the targeted modal splits for the development’s residual trip

generation. The baseline position for the site should not take account of the proposed development and its infrastructure.

5 Committed Developments

5.1 JSJV previously suggested that written evidence should be submitted to demonstrate that both NYC and Wakefield District Council [WDC] have accepted the list of committed development.

5.2 The TN states that:

“Wakefield District Council is a consultee on the planning application which has been registered since December 2023. No committed developments have been identified by this consultee since the application has been live”.

5.3 JSJV would reiterate that written evidence is required to be submitted to demonstrate that both NYC and WDC have accepted the list of committed development.

5.4 JSJV would withhold commentary on the proposed committed developments until a full list has been provided and agreed by both NYC and WDC and submitted to National Highways.