

ryan king

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Sent: 16 August 2012 14:57
To: ldf
Cc: 'Amy Sykes'; helen gregory
Subject: Selby District Council - SPD Olympia Park
Attachments: 2012 08 10 Draft letter to SDC.docx

Please find enclosed the response of the HA in regards to the SPD for Olympia Park which was issued for comment earlier. Should there be any issues with which I can further assist, please have no hesitation in contacting me.

Kindest regards

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9th August 2012

For the attention of Policy and Strategy Team

Dear Sirs,

OLYMPIA PARK CONSULTATION DRAFT SUPPLEMENTARY PLANNING DOCUMENT

Thank you for your invitation to consult on the Olympia Park Supplementary Planning Document (SPD). The Highways Agency's (the Agency) key concern is to protect the primary role of the Strategic Road Network (SRN) and to ensure its safe and efficient operation. The Agency would therefore have concerns over any development proposals or plans which could have a material impact on this. Circular 02/2007, Planning and the Strategic Road Network, sets out the Highways Agency's role in the LDF process.

The Agency has worked closely with Selby through the development of their Core Strategy over a number of years. We have maintained that the current commuting patterns to Leeds and York puts pressure on a number of links connecting Selby with these settlements and highlighted that future development within Selby District is likely to impact on junctions along the A64.

We have also previously highlighted that the scale of impact on the A64 from developments in Selby (combined with neighbouring authorities) cannot be accommodated through sustainable transport solutions alone. We are of the view that further work is required (by all key stakeholders) to establish the overall impact of local authority development aspirations along the A64, and to develop deliverable solutions. This is particularly relevant to the Olympia Park SPD, as Olympia Park would account for approximately 40% of Selby District's housing allocations up to 2027 and 44-62% of the employment land allocation.

As part of the Agency's response to Selby's Core Strategy a number of specific comments were made relating to Policy CP2, which identified Olympia Park as a strategic site. These comments are summarised below for completeness:

"Part (v) of Policy CP2a relating to Olympia Park Strategic Development Site sets out that the impact of new development on the existing transport network should be minimised. The Highways Agency would like to clarify that this includes the

Strategic Road Network and that any improvement, should it be required, will be at the expense of the developer and ensure that conditions on the Strategic Road Network are no worse off than if development did not take place.

Part (xi) of Policy CP2 relating to Olympia Park Strategic Development Site relates to the need to maximise opportunities for sustainable travel. It is requested that this policy is amended to make reference to a requirement for a travel plan for the site. Travel Plans are an integral part of the planning process and an essential measure to mitigate the impact of traffic generated by new development. A Travel Plan will be used as the foundation for a Transport Assessment prepared in accordance with the Department for Communities and Local Government / Department for Transport guidance and it should be in conformity with prevailing guidance. "

The Agency has reviewed the SPD consultation document and would wish to comment on the following specific issues that are relevant to the interests of the Agency.

Paragraph 4.5.1 highlights that development on the scale proposed at Olympia Park will "clearly generate a material increase in traffic flows on both the local and strategic road network". The Agency supports this view, although we feel that it would be helpful for the SPD to provide a distinction between the (local) SRN and the SRN that is maintained by the Agency.

We would also like the SPD to make specific reference to links at the A19/A64, which currently operate over their theoretical capacity. It is likely that the Olympia Park proposals would have an impact at this junction and therefore we request that the SPD highlights the need for the Transport Assessments (prepared in support of planning applications on the site) to address any impact shown at this junction.

Paragraph 4.5.2 highlights the requirement for the Transport Assessment to agree appropriate mitigation with County Highways. We request that this requirement is extended (in line with Circular 02/07) to include agreeing mitigation with the Agency.

Paragraph 4.11.1 makes reference to a transport plan accompanying future applications for development. Should this read travel plan rather than transport plan?

Given that there are likely to be several planning applications for different elements of the site coming forward throughout the plan period, we would suggest that the SPD provides a framework for the preparation and delivery of Travel Plans across the strategic site. Such a framework would need to ensure that travel plan initiatives are implemented from the beginning of the development, with appropriate infrastructure provided to support any initiatives.

Although some of the site is within 400m of a bus stop on Balby Road, and the regular (every 20 mins) bus service, much of the site (particularly the employment sites) is not. This will encourage car trips.

The bus service (415 & 416) on Barlby Road serves Selby, Barlby and York. Although York is likely to be a key destination in terms of employment, other locations such as Wakefield and Leeds are also likely to be a major pull for employment. A regular bus service penetrating the site and providing less than 400m minimum distance from all dwellings to a bus stop would ensure that access to these other destinations by public transport is enhanced. This would further encourage sustainable travel, and reducing the likely impact on the SRN, through the pattern of out-commuting. Equally, other residents of Selby will be able to access the employment areas at Olympia Park by public transport more easily.

Given the above, we would request that the SPD identifies the need for the developer to hold discussions with bus operators regarding for the potential for new or diverted bus services to penetrate the site, and this should also be reflected in each TA that comes forward for the site.

Further to this, Paragraph 4.11.6 highlights the importance of giving clear priority to pedestrians and cyclists over motor vehicles. We would suggest that this paragraph should also refer to the need to provide a layout which enables a bus service to penetrate the site. This should provide a less than 400m minimum distance from all dwellings to a bus stop to maximise patronage.

I trust the above comments are helpful. However, if you would like to discuss any of the above, please do not hesitate to contact me.

Yours sincerely

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