



The Old Brick & Tile Works, Escrick
Application to vary Condition 2 of
Planning Permission NY/2007/0127/FUL

Highways Appeal Statement (Text)
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On behalf of Escrick Environmental Services Limited

Planning Application Reference – NY/2018/0229/73

Rev 3 (Final) – 19th February 2020

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1 Qualifications and Experience

- 1.1.1 My name is Philip Maxwell Owen. I am the Director of Optima Highways and Transportation Limited, an independent consultancy based in Leeds. I was formerly an Associate Director with WSP Development and Transportation and overall have over 24 years' experience in the traffic and transportation field. During this time I have advised a variety of private sector companies and individuals on the traffic and transportation aspects of a wide range of development proposals.
- 1.1.2 I hold an honours degree in Civil Engineering and am a chartered member of the Institution of Civil Engineers. I am also a member of the Chartered Institution of Highways and Transportation.
- 1.1.3 I have been retained by Escrick Environmental Services Limited (EES) to prepare this Appeal Statement which considers the highway matters relating to the Council's non-determination of the application to vary condition 2 of planning permission NY/2007/0127/FUL to allow for an improved restoration scheme to a mountain bike skills centre.
- 1.1.4 I have visited the Site and surrounding area during the preparation of this Statement.



2 Introduction

2.1 Background

- 2.1.1 A planning application (reference NY/2018/0229/73) was submitted on behalf of Escrick Environmental Services Limited (EES) to North Yorkshire County Council (NYCC) in October 2018 and was validated by the Council on the 18th January 2019.
- 2.1.2 The application proposed to vary Condition 2 of planning permission NY/2007/0127/FUL (as subsequently amended by C8/10/3AC/CPO – Decision Notice dated 4th November 2013 provided in Appendix A) in order to provide a revised restoration scheme i.e. varying levels and deliver an improved mountain bike skills centre at the Old Brick and Tile works site which lies west of the A19, south of Escrick village. The location and boundary of the Site is shown on the figures in Appendix B.
- 2.1.3 The target determination date for the planning application was the 19th April 2019 and an appeal against non-determination has therefore been lodged.
- 2.1.4 In order for NYCC to clarify their position, the NY/2018/0229/73 application was considered at the Planning and Regulatory Functions Committee on the 12th November 2019 with a recommendation that members review and agree the suggested reasons for refusal (copy of Committee report in Appendix C). Members supported the officer recommendation and voted to refuse the planning application for the following two reasons:

- 1. The proposed development would give rise to adverse landscape and visual effects in the local area due to the proposed landraising operations creating a landform height of up to 8 metres above the approved restored levels. It is considered that the proposal would create an incongruous feature in the landscape adversely affecting local landscape character and setting. As such the proposal is inconsistent with Paragraphs 170 and 180 of the NPPF. It also conflicts with the landscape and character protection elements of 'saved' policies 4/1, 4/14 of the North Yorkshire Minerals Local Plan (NYMLP), 'saved' policies 4/19, 4/22, 5/3, 6/1 of the North Yorkshire Waste Local Plan (NYWLP), policies SP18 and SP19 of the Selby District Core Strategy, 'saved' policies ENV1 and ENV21 of the Selby District Local Plan and draft policies D01, D10, W11 of the emerging Minerals and Waste Joint Plan.*
- 2. The proposed development is considered to be inconsistent with paragraph 205 of the NPPF and paragraph 7 of the NPPW and conflicts with 'Saved' policy 4/22 of the North Yorkshire Waste Local Plan (NYWLP) and draft Policy D10 of the emerging Minerals and Waste Joint Plan. The prolonging of operations on site by an additional 10 years of operations on site (8 years in addition to the current expected*



life of the site) would be inconsistent with these policies which seek to ensure that restoration of minerals workings (of which the site is a former mineral working) and waste sites is carried out at the earliest opportunity and to a high standard.”

- 2.1.5 There are no specific reasons for refusal on highway grounds and indeed the same Council (NYCC) acting as the Local Highway Authority (LHA) confirmed in their consultation response dated 4th February 2019 (copy in Appendix D) that they had “*no objections*” to the NY/2018/0229/73 development proposals. Furthermore, in confirming their non-objection the LHA did not require the imposition of any restrictive planning conditions or Section 106 obligations, should the Council have granted permission.
- 2.1.6 NYCC confirm the Highway Authority’s position in paragraphs 7.37 and 7.38 of the Committee report where they state that there is “*no objection to the planning application in highway terms as it is considered that the local highway network would have enough capacity to accommodate the proposed vehicle movements during continuation of the works*” and “*it is considered that the proposed development would not have an adverse impact on the local highway network, in capacity terms*”. (my underlining)
- 2.1.7 Escrick Parish Council (EPC) objected to the planning application on highway grounds (amongst other topics) focusing their comments around highway safety concerns at the A19/Site Access junction and within the village as well as referencing noise/vibration issues adjacent to the A19 and the timescales associated with completion of the development proposals. A copy of EPC’s consultation response dated 8th February 2019 is provided in Appendix D.
- 2.1.8 The November 2019 Committee report references the EPC objection (paragraph 7.36) and whilst the planning authority conclude that the proposed development would not have an adverse effect on the local highway network in capacity terms and raise no specific highway reason for refusal, they go on to state in paragraph 7.38 that “*the proposed extension of time, effectively doubling the time period for restoration, could have the potential to impact upon amenity through further noise, dust and vibration of the vehicle movements from the site*”. Clearly this is contrary to the LHA position who have “*no objection*” to the development proposals and associated traffic movements. Furthermore, the current planning permission is not subject to any time limit and has no end date.
- 2.1.9 It is also noted that the planning authority consider that the developments vehicular movements “*could*” impact on local amenity as opposed to arriving at a view that they ‘would’ have an impact.



Summary

- 2.1.10 There are no specific reasons for refusal on highways grounds and the Local Highway Authority has confirmed they have no objections to the highway/traffic implications associated with the development proposals.
- 2.1.11 This Appeal Statement has therefore been prepared to address the objection comments raised by Escrick Parish Council, which with respect to the issue of time extension/local amenity, are also reflected in the Local Planning Authority's November 2019 Committee report.

2.2 Structure of Evidence

- 2.2.1 The remainder of my evidence is structured as follows:
- Chapter 3 describes the site, access arrangements and development proposals;
 - Chapter 4 describes the impact of the development proposals on the local highway network with reference to planning policy. It also considers the impact on the highway network should the development proposals be refused;
 - In Chapter 5 I summarise the highways/transportation case and detail my conclusions. Chapter 5 is provided as my Summary document.



3 The Site and Development Proposals

3.1 Development Site

- 3.1.1 The appeal Site is situated to the west of the A19, some 11.5km from York and 8km from Selby which lie to the north and south respectively. The A19 connects the Site with both York and Selby and also routes through the village of Escrick which is situated approximately 3km to the north of the Site. The location and boundary of the Site is shown on the figures in Appendix B.
- 3.1.2 The Site is broadly square in shape and extends to some 11.6 hectares excluding the site access, haul road and site office/weighbridge. It is bound on the western side by the Sustrans Selby to York cycle track (National Cycle Network Route 65) and open fields to the north and south. Further open land and Escrick Business Park, which contains a mixture of light industrial and office uses, lie to the eastern Site boundary, thereby providing some 300m separation from the A19.
- 3.1.3 The Site, which originally operated as a brick and tile works, is currently being restored to a mountain bike skills centre in accordance with the principles established in planning permission NY/2007/0127/FUL (as subsequently amended by C8/10/3AC/CPO) i.e. removing the remaining reserves of clay and undertaking the re-cycling/recovery of inert, non-hazardous waste materials to provide the necessary landform for the skills centre.
- 3.1.4 The 2007 planning permission (and any subsequent amendments) permits the construction of the mountain bike skills centre on restoration of the Site. During operation the following three key uses are consented to take place on the Site:
- Clay extraction and subsequent infilling the quarry with inert waste to create the landform for the mountain bike skills centre (ongoing and operated by Escrick Environmental Services);
 - Inert waste aggregate recycling (currently not in operation but if it was it would be undertaken by Escrick Environmental Services); and
 - Treatment, washing and recovery of non-hazardous solid waste (that would have gone to landfill) including street-sweep/road cleaning residues, construction wastes and contaminated soils (ongoing and operated by Acumen Waste Services).
- 3.1.5 The Site has no planning limitations on the number of HGV movements that it can generate (daily or otherwise), the only restriction being Environmental Permits (issued



by the Environment Agency) for each of the three uses which have upper thresholds as follows:

- Quarry Infilling – 250,000 tonnes per annum;
- Aggregate Recycling – 75,000 tonnes per annum; and
- Acumen Washing Plant – 250,000 tonnes per annum.

3.1.6 Combined together, the three Environmental Permits allow 575,000 tonnes of material to be accepted at the Site. It is noted that there are no tonnage restrictions on the 2007 planning permission.

3.1.7 The current extant 2007 planning permission (and any subsequent amendments) is not subject to any time limit and has no end date. As set out in the statement of Mr Jarvis, the cessation of operations at the Site is therefore determined by: i) the completion of the permitted mineral extraction and ii) the restoration and completion of the final landform for the mountain bike skills centre (which is ongoing).

3.1.8 The permitted Site hours of operation are 07:00 to 17:00 Monday to Friday and 07:00 to 13:00 on a Saturday. The Site does not operate on Sundays or on public/bank holidays. During the course of the year the Site is therefore operational for some 278 days (based on 5.5 days for 52 weeks less 8 bank holidays per year). Excluding HGV drivers, there are typically some 10 staff working on Site at any one time.

3.1.9 The quarry operates strict Site rules for visitors/HGV drivers which covers a variety of matters including adherence to the maximum 10mph speed limit, use of appropriate PPE (personal protective equipment such as high visibility clothing) and the correct procedure for using the wheel wash prior to exiting the Site. Staff and visitors must sign an acknowledgment form to confirm they have read and understood the Site rules. All personnel working on or visiting the Site are also encouraged to submit any constructive suggestions which are considered could enhance health and safety. A copy of the Site Rules, Suggestion and Acknowledgement forms are provided in Appendix E.

3.1.10 It is acknowledged that prior to a meeting held with NYCC in January 2018, existing Site operations had occasionally resulted in the deposit of some mud on the highway - which is not untypical for any construction/quarry related activity. Following the Council meeting EES implemented additional robust procedures (referenced in the Site Rules) including:

- Upon exiting the wheel wash the driver must inspect the wheels and any debris removed (completed by a staff member using a firehouse)
- The wheel wash is re-used if necessary and the wheels checked again



- Checking of the wheels must take place in view of the camera located on the front corner of the weighbridge office to record compliance
 - Failure to comply with the wheel wash procedures will result in a ban from Site.
- 3.1.11 In addition following the meeting, EES purchased a street sweeper/cleaning vehicle which is deployed on a daily basis to sweep all internal site haul roads (from which HGV's tip their loads), the site access, the A19/Site Access junction and the A19 corridor including extending up to Escrick village, a round trip of some 6km.
- 3.1.12 ESS Site staff also undertake daily monitoring of the condition of the A19 corridor and the findings recorded. Additional street sweeping is undertaken accordingly subject to the observations.
- 3.1.13 As acknowledged in the November 2019 Council Committee report (paragraph 7.36) contained in Appendix C, following the January 2018 meeting NYCC had not received *"any complaints regarding existing operations at the Site"* up to submission of the planning application and *"since the submission and publicity of the application, one complaint has been received regarding noise and dust issues occurring due to operations at the site"*. This complaint was never communicated to the appellant and as far as I am aware, it was not investigated by NYCC Officers. Even if the complaint was substantiated, clearly this represents an extremely low level of complaint within a two year period. Furthermore, the complaint did not even reference a specific issue of mud on the road and I am not aware if it was actually highway related.
- 3.1.14 It is concluded that the combination of the wheel washing procedures and the street sweeping/cleaning being undertaken are very effective in keeping the A19 public highway in a satisfactory and safe condition. This is also the view of NYCC's Highways Officer (Selby Area) who states in an email dated 8th November 2019 (copy in Appendix F) that *"I am pleased to say that I have had no cause to contact you over the past year or so regarding the road condition outside the above site [i.e. the appeal Site], this means that the measures you have put in place on site are clearly working well, thanks again". (my underlining)*

3.2 Site Access Arrangements and Traffic Flows

Access Arrangements

- 3.2.1 Access to the Site is taken from the A19 which is a strategic traffic route connecting Selby and the M62 to the south with York and Teesside beyond to the north.
- 3.2.2 The Site Access, which is shared with Escrick Business Park and some farm properties, forms a ghost island 'right turn lane' priority junction with the A19 – the layout of which is shown on the drawing in Appendix G. The geometry, layout and safety of this junction



is discussed in further detail in Chapter 4 and assessed against highway design standards.

- 3.2.3 At the Site Access the A19 has a speed limit of 60mph but the actual, surveyed traffic speeds are lower. A radar gun speed survey was undertaken on Wednesday 10th November 2019 – the results are summarised in table 3.1 and the raw data and location plan are provided in Appendix H.

Table 3.1 – Surveyed A19 Traffic Speeds at Site Access Junction

	A19 Southbound	A19 Northbound
Surveyed Average Speed (dry weather)	46.6 mph	50.4 mph
Surveyed 85th Percentile Speed (dry weather)	50.0 mph	53.0 mph
Wet Weather 85th Percentile Design Speed	47.5 mph	50.5 mph

- 3.2.4 As shown in table 3.1 the average vehicle speeds recorded were 46.6mph and 50.4mph southbound and northbound respectively, some 10 to 13 mph below the 60mph national speed limit for a single carriageway road. The 85th percentile speeds i.e. the speed exceeded by just 15% of drivers are 50mph and 53mph which is still 7 to 10mph below the prevailing limit. No drivers exceeded the 60mph speed limit.
- 3.2.5 Junctions are designed in accordance with the 85th percentile wet weather design speed and these values are also shown in table 3.1. The November 2019 speed survey was undertaken in dry weather conditions and therefore (in accordance with TA 22/81 ‘Vehicle Speed Measurement on All Purpose Roads’) these values have been deducted by 2.5mph to obtain the wet weather values i.e. 47.5mph and 50.5mph southbound and northbound respectively. This is discussed further in Chapter 4.
- 3.2.6 The access extends for some 165m to the boundary of Escrick Business Park as a surfaced wide road. Beyond this point the access serves the appeal Site only. The Site access has an advisory 10mph speed limit on the approach to the Site. Within the Site i.e. beyond the weighbridge the speed limit is 5mph.

Traffic Flows

- 3.2.7 Several traffic surveys have been undertaken to establish the quantum and classification of vehicles on the local highway network during both a weekday and on a Saturday – these are summarised in table 3.2 and the raw data and a location plan is provided in Appendix I.



Table 3.2 – Summary of Traffic Surveys

Traffic Survey Location	Survey Type	Date Undertaken	Duration
A19/Site Access Junction	Manual Classified Vehicular Turning Count	Thursday 14 th November 2019	07:00 to 10:00 & 16:00 to 19:00
		Saturday 16 th November 2019	07:00 to 13:00
Site Access Road	Manual Classified All Modes Link Count	Thursday 14 th November 2019	07:00 to 19:00
		Saturday 16 th November 2019	07:00 to 13:00
A19 (at Site Access)	ATC Classified Vehicular Link Count	Thursday 14 th to Wednesday 20 th November 2019	7 days
A19 (Escrick Village)	ATC Classified Vehicular Link Count		

3.2.8 The A19/Site Access junction survey flows, which are shown on the diagrams provided in Appendix K, confirmed the following:

- The weekday morning peak hour is 07:30 to 08:30 when a total of 67 vehicles (including 9 HGV's) turned into the Site Access and 48 vehicles (13 HGV's) turned out of the Site Access onto the A19;
- The weekday evening peak hour is 17:00 to 18:00 when a total of 29 vehicles (no HGV's) turned into the Site Access and 64 vehicles (no HGV's) turned out of the Site Access onto the A19;
- Combining all of the HGV arrivals and departures over the surveyed six hour period, some 80% travelled to/from the A19 to the north i.e. towards York and 20% routed along the A19 to the south towards Selby

3.2.9 The 12 hour survey of Site traffic on the access road produced the eastbound (departures) and westbound (arrivals) flows shown in tables 3.3 and 3.4 respectively.



Table 3.3 – Site Access Road Eastbound (Departures) Flows

	Peds	Pedal cycle	Motor cycle	Car	LGV	OGV1	OGV2/ Quarry	Bus	All Vehicles
0700-0800	0	0	0	0	0	3	3	0	6
0800-0900	0	0	0	0	0	2	9	0	11
0900-1000	0	0	0	0	0	2	5	0	7
1000-1100	0	0	0	1	0	1	10	0	12
1100-1200	0	0	0	0	0	3	8	0	11
1200-1300	0	0	0	1	0	0	4	0	5
1300-1400	0	0	0	0	0	2	8	0	10
1400-1500	0	0	0	1	0	3	11	0	15
1500-1600	0	0	0	1	2	3	5	0	11
1600-1700	0	0	0	1	2	2	1	0	6
1700-1800	0	0	0	0	1	0	0	0	1
1800-1900	0	0	0	0	0	0	0	0	0
12 Hr Total	0	0	0	5	5	21	64	0	95

Table 3.4 – Site Access Road Westbound (Arrivals) Flows

	Peds	Pedal cycle	Motor cycle	Car	LGV	OGV1	OGV2/ Quarry	Bus	All Vehicles
0700-0800	0	0	0	0	0	2	3	0	5
0800-0900	0	0	0	2	0	2	9	0	13
0900-1000	0	0	0	0	0	2	11	0	13
1000-1100	0	0	0	0	0	2	4	0	6
1100-1200	0	0	0	0	1	1	8	0	10
1200-1300	0	0	0	1	0	1	2	0	4
1300-1400	0	0	0	0	0	3	11	0	14
1400-1500	0	0	0	0	1	3	11	0	15
1500-1600	0	0	0	0	0	3	3	0	6
1600-1700	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0	0	0
12 Hr Total	0	0	0	3	2	19	62	0	86

3.2.10 Tables 3.3 and 3.4 confirm the following:

- No pedestrians, cyclists or motorcyclists travelled along the Site access road during the entire 12 hour survey;
- A total of 15 two-way cars/LGV's were recorded using the Site access;
- 62 and 64 HGV's arrived and departed the quarry respectively during the 12 hour survey i.e. 126 two-way. No HGV movements occurred after 17:00 when the quarry (including Acumen activities) ceases operation.



3.2.11 Automatic Traffic Counters (ATC's) were put down on the A19 between Thursday 14th and Wednesday 20th November 2019 at the Site Access junction as well as within Escrick village (as shown on the plan in Appendix I). The recorded traffic flows are summarised in tables 3.5 and 3.6.

Table 3.5 – A19 ATC Traffic Flows at Site Access Junction

	Northbound		Southbound		Combined Two-Way	
	All Vehicles	HGV/Bus	All Vehicles	HGV/Bus	All Vehicles	HGV/Bus
AM Peak Hour	1,116	49	560	52	1,676	101
PM Peak Hour	625	27	983	46	1,608	73
Weekday Daily 24 Hours	10,152	632	9,534	839	19,685	1,471

Table 3.6 – A19 ATC Traffic Flows in Escrick Village

	Northbound		Southbound		Combined Two-Way	
	All Vehicles	HGV/Bus	All Vehicles	HGV/Bus	All Vehicles	HGV/Bus
AM Peak Hour	1,104	85	544	52	1,648	137
PM Peak Hour	704	38	1,040	67	1,744	105
Weekday Daily 24 Hours	10,471	874	10,263	1,017	20,735	1,891

3.2.12 In addition to the surveys that have been undertaken, ESS has provided HGV tonnage and movement data for the most recent 12 month period throughout 2019.

3.2.13 The information is broken down between the quarry infilling site use and trips associated with the Acumen washing plant (the aggregate recycling facility has not been in use and therefore has not generated any traffic to date). A summary of the monthly tonnages is given in table 3.7.

Table 3.7 – Waste Material Tonnages during 2019

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2019 Total	2019 Avg
Escrick	20,924	29,735	23,035	17,808	14,120	15,941	17,846	9,220	10,340	18,091	18,718	9,331	205,109	15,605
Acumen	3,933	3,170	3,872	3,758	3,693	3,677	3,904	3,243	3,287	3,717	4,798	4,406	45,458	3,770
Combined	24,857	32,905	26,907	21,566	17,813	19,618	21,750	12,463	13,627	21,808	23,516	13,737	250,567	20,881

3.2.14 Table 3.7 demonstrates the variation in site operations that occur throughout the year, influenced by a number of factors including commercial/construction activity and the weather. The 2019 annual average daily flows for Escrick and Acumen can be estimated as follows:



- Escrick = 205,109/20 tonnes per vehicle/278 days
= 37 deliveries per day
= 74 two-way HGV's per day (this is 16 HGV's less than that permitted under the EP for 250,000 tonnes pa)
- Acumen = 45,458/20 tonnes per vehicle/278 days
= 8 deliveries per day
= 16 two-way HGV's per day (this is 74 HGV's less than that permitted under the EP for 250,000 tonnes pa)
- Combined = 250,567/20 tonnes per vehicle/278 days
= 45 deliveries per day
= 90 two-way HGV's per day (this is 90 HGV's less than that permitted under the combined EP for 500,000 tonnes pa)

3.2.15 The busiest period in 2019 was February and this month has been examined further to obtain the daily HGV movements. The raw data for February 2019 is provided in Appendix J and a summary is given in table 3.8.

Table 3.8 – HGV Movements (two-way) during February 2019

	1 st Feb	2 nd Feb	5 th Feb	6 th Feb	7 th Feb	8 th Feb	11 th Feb	12 th Feb	13 th Feb	14 th Feb	15 th Feb	18 th Feb	19 th Feb	20 th Feb	21 st Feb	22 nd Feb	25 th Feb	26 th Feb	27 th Feb	28 th Feb	Monthly Avg
Escrick	160	164	164	142	168	164	180	148	180	198	212	208	266	220	154	136	114	180	170	148	195
Acumen	12	24	30	22	28	30	28	24	32	22	20	24	26	32	36	26	24	30	16	26	26
Combined	172	188	194	164	196	194	208	172	212	220	232	232	292	252	190	162	138	210	186	174	199

3.2.16 Table 3.8 further illustrates the daily variation in HGV movements and for the busiest month in 2019:

- The lowest flow was 138 two-way HGV movements per day;
- The highest was 292 two-way HGV's; and
- The average daily figure throughout the month was 199 two-way HGV movements.

3.2.17 HGV movements throughout the remainder of the year were lower than those shown in table 3.8 and for some months the flows were much lower (as given in table 3.7).



3.3 Development Proposals

- 3.3.1 The proposed changes to the restoration scheme would create an additional void space of some 500,000 cubic metres which is equivalent to approximately 900,000 tonnes of additional material.
- 3.3.2 It is anticipated that the proposed works would be completed over a period of 10 years. The current planning permission is not subject to any time limit and has no end date.
- 3.3.3 Other than the new restoration scheme/landform, the planning application does not propose to change any other aspect of the activities permitted under the extant consent. This includes no changes to the type, quantum, frequency or routing of traffic/HGV movements to the Site and existing operations would continue unaffected. No staff changes are proposed.
- 3.3.4 In summary the development proposals have no impact on the local highway network and the current/historic levels of HGV/traffic flows will continue unaffected.



4 Impact on Local Highway Network

4.1 Proposed Development Traffic Flows

- 4.1.1 The proposed quantum of development traffic will remain unchanged from the current/historic permissible values, which are described and set out in Chapter 3 for the most recent 2019 twelve month period.
- 4.1.2 Flows will continue to fluctuate on a day to day and monthly basis to meet operational and weather related requirements but overall traffic movements will not exceed the permitted EP tonnages i.e. 250,000 for Escrick, 250,000 for Acumen and 75,000 for aggregate re-cycling.
- 4.1.3 Similarly, the routing/distribution of HGV's to/from the Site will also remain unchanged.

4.2 Proposed Development Impact

Safety of Site Access/A19 Junction

- 4.2.1 In order to ascertain whether the A19/Site Access junction is 'fit for purpose' I have considered the requirements contained within Design Manual for Roads and Bridges (DMRB) standard 'CD 123 Geometric Design of at-grade priority and signal-controlled junctions, Revision 1', January 2020 (relevant extracts contained in Appendix L). The existing layout of the A19/Site Access junction is shown on the drawing in Appendix G. I would not normally go into this level of detail for a junction that has plainly operated safely and satisfactorily for many years but have done so for completeness.
- 4.2.2 The main parameters taken from CD 123 to be considered in the design of a priority junction with a ghost island right turn holding lane are given in Table 4.1 along with the standard to be applied and confirmation or otherwise that the existing highway geometry of the A19/Site Access junction accords with current standards.

Table 4.1 – Existing A19/Site Access Junction – Adherence to Standards

Design Parameter	Standard ref	Details	Adherence
Minor road approach visibility	Para. 3.2	Approaching road user shall be able to clearly see junction form, from a minimum distance of 15 metres back along centreline of the minor road.	Yes
Junction Visibility	Paras. 3.4/3.5/3.6/3.7/3.8	Unobstructed visibility (including cutting back of hedgerows by the Council) shall be provided at all priority junctions by a visibility splay between three points, Y-X-Y. X is a point measured a minimum of 4.5m back into the minor road along the centre line and Y are points on the nearside of the carriageway either side of the junction corresponding to the desirable minimum SSD* for the speed of the major road.	Yes



Gradient on minor road	Para. 5.3	The gradient on the minor road approach shall not exceed 4% over a distance of at least 15 metres measured for the edge of the major road carriageway.	Yes
Corner radii	Para. 5.6.3	At ghost island junctions where no diverge or merge tapers are provided corner radii should be 15 metres	Yes
Taper length	Para. 6.1.1 (Table 6.1.1)	Central treatments for ghost islands should be developed to their maximum width using a taper which, for a design speed of 85 kph, should be 1:25. The right turn lane is 3.0m in width and therefore the taper should be at least 37.5m in length.	Yes
Major road central treatment right turn lane length	Para. 6.3 (Figure 6.3a) (Table 5.22)	The width of the right turn lane (3.0m) and associated through lanes (3.55m n/bnd & 3.25m s/bnd) accords with standards. Based on the s/bnd 76.4kph recorded speed the right turn lane deceleration length should be some 47m which also complies.	Yes

* Speed surveys of traffic approaching the junction from either direction on A19 have shown the 85th percentile wet weather speeds to be 76.4 kph southbound and 81.2 kph northbound and therefore a design speed of 85 kph is robust, which requires a desirable minimum SSD of 160m

- 4.2.3 As shown in table 4.1 the existing junction layout complies with the national highway geometric standards as set out in CD 123.
- 4.2.4 Personal injury collision data has been obtained from NYCC within the vicinity of the A19/Site Access junction covering a 70 month period between 1st January 2014 and 31st October 2019 – a copy of the data is provided in Appendix N. Over this extended period of time (historic accidents are normally examined over a five year period but this is longer at nearly six years) a total of seven personal injury collisions have occurred of which five have been classified as slight in severity and two as serious in severity. No fatal accidents have been recorded at the junction.
- 4.2.5 I have carried out a full assessment of the circumstances behind each collision that has occurred in order to ascertain whether there are any underlying contributing factors relating to the junction design/layout. The results of my assessment are contained in Table 4.2.

Table 4.2 – A19/Site Access Junction: Assessment of Personal Injury Collision Data

Collision Ref	Date	Severity	Location	Details
12150082188	18/05/15	Slight	A19 north of junction, opposite entrance to layby	Driver (casualty) possibly using phone crosses centre-line travelling in a southbound direction and collides with vehicle travelling northbound. Debris from the first vehicle strikes a following southbound vehicle (casualty) and a second following southbound vehicle is struck by the northbound vehicle.



12160007172	13/01/16	Slight	A19 south of junction (c.300m)	Driver travelling in a southbound direction is taken ill and vehicle veers to nearside, hits grass verge and rolls (casualty is child in rear seat).
12160036044	29/02/16	Slight	A19 north of junction, at entrance to layby	Driver travelling northbound overtakes a cyclist and a following vehicle travelling too close fails to see the cyclist (casualty) and collides with the cycle.
1216156961	29/08/16	Serious	A19 north of junction, at layby	Vehicle driver (casualty) travelling in a northbound direction brakes to enter the layby, skids and overturns.
12170049334	23/03/17	Serious	A19 north of junction, opposite entrance to layby	Small motorcycle travelling in a southbound direction is struck by a deer that emerged from the nearside verge.
12180000013	01/01/18	Slight	A19 just north of junction	Rider of a small motorcycle loses control, strikes a road sign and comes to rest in a ditch. The rider tests positive in a breath test (collision occurred at 03:00hrs)
12180074621	30/04/18	Slight	At the junction	A vehicle turning right into the minor road is struck by another vehicle attempting to overtake the first vehicle. Both drivers are casualties in the collision.

4.2.6 As can be seen from the details provided in Table 4.2 there is no evidence to suggest that there are any underlying road safety concerns with the geometry and layout of the existing A19/Site Access junction. Only one collision has occurred at the junction over the 70 month period and that happened at night, involved an elderly driver and was not a result of HGV movements.

4.2.7 Whilst any accident is regrettable, having reviewed the recorded information in detail and taking into account the extended time period, combined with a number of causal factors and a variety of locations, it is concluded that there is no specific accident concern at the Site Access/A19 junction.

4.2.8 Furthermore, notwithstanding that the junction layout accords with national highway standards and has a satisfactory accident/safety record, the development proposals will not affect or exacerbate the existing situation as there is no development impact i.e. no increased traffic flows, over and above the extant consent.

Capacity of Site Access/A19 Junction

4.2.9 The existing A19/Site Access junction has been modelled using appropriate industry standard software (Picady function of Junctions 9). The junction has been modelled



using the 2019 AM and PM peak hours (traffic flow diagrams in Appendix K) and the results are summarised in Table 4.3. A full print out of the software analysis is provided in Appendix O.

Table 4.3 – A19/Site Access Junction Capacity Assessment

Movement	AM Peak Hour		PM Peak Hour	
	RFC	Mean Q (pcu's)	RFC	Mean Q (pcu's)
A19 North RT to Site Access	0.14	0.2	0.03	0.0
Site Access LT to A19 North	0.11	0.1	0.08	0.1
Site Access RT to A19 South	0.32	0.5	0.13	0.1

- 4.2.10 A Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a priority junction is operating within its desirable practical capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity with an associated increase in queuing and delay within that specified time period.
- 4.2.11 The results in table 4.3 show that the A19/Site Access junction comfortably operates well within desirable practical capacity with maximum RFC values of 0.32 and 0.13 during the morning and evening peak hours respectively.
- 4.2.12 As shown in tables 3.3 and 3.4, on the day of the 2019 survey 64 HGV's departed the Site and 62 arrived – a two-way total of 126 HGV movements throughout the day. During the busiest month of 2019 (February) the maximum recorded daily flow was 292 HGV movements (as given in table 3.8). As a sensitivity test the A19/Site Access junction has also been modelled for this peak daily flow using the following methodology:
- There were an additional 166 two-way HGV movements to/from the site on the busiest day compared to the surveyed day;
 - As shown in tables 3.3 and 3.4 the morning peak hour (i.e. 08:00 to 09:00) arrival is 9 HGV's and 9 HGV's depart i.e. 18 two-way movements;
 - Therefore 14.3% (i.e. 18/126) of HGV's arrive/depart during the morning peak hour;
 - Applying 14.3% to the additional 166 HGV's gives a peak hour increase of 24 HGV's two-way;
 - Applying the 80/20 distribution gives an additional 19 and 5 two-way HGV's to/from the north and south respectively – as shown on Figure 11 in Appendix P; and



- The additional HGV movements on Figure 11 have been combined with the 2019 traffic count (Figure 10) to produce the sensitivity design flows for the AM peak hour – as shown on Figure 12 in Appendix P.

4.2.13 The sensitivity test has only been undertaken for the morning peak hour because the evening peak hour (17:00 to 18:00) occurs after the quarry ceases its operations at 17:00 so is unaffected by traffic to/from the development Site.

4.2.14 The junction has been re-modelled utilising the higher sensitivity design flows included in Appendix P. The results are summarised in table 4.4 and the Picady output sheets contained in Appendix P.

Table 4.4 – A19/Site Access Junction Capacity Assessment (AM Peak Sensitivity Test)

Movement	AM Peak Hour	
	RFC	Mean Q (pcu's)
A19 North RT to Site Access	0.19	0.2
Site Access LT to A19 North	0.18	0.2
Site Access RT to A19 South	0.44	0.7

4.2.15 The results in table 4.4 demonstrate that the A19/Site Access junction still comfortably operates well within desirable practical capacity i.e. an RFC less than 0.85, when tested for the highest daily traffic flows which occurred during the busiest month of 2019.

4.2.16 Furthermore, it is noted that within their 3rd October 2019 consultation response to the current Plasmor quarry extension planning application (Ref: NY/2019/0136/ENV and copy in Appendix M), which utilises the same Site Access junction onto the A19, NYCC Highways state that *“an existing right turn facility has been provided to enter the existing development and this facility can still accommodate this additional demand generated by the proposal. The accident record at this location is good and L.H.A has no concerns about the operation of the junction.”* (my underlining)

4.2.17 The Local Highway Authority (NYCC) has therefore also concluded that the existing A19 Site Access junction will continue to operate safely and satisfactorily for both the Plasmor application as well as the Escrick Quarry development proposals (the trips for which are already on the highway network and the Plasmor application specifically takes these into account).

Operation/Safety of A19 Corridor

4.2.18 As I have already identified, the village of Escrick lies some 3km to the north of the appeal Site. The majority of the village lies to the east of the A19 although there is some limited frontage activity. As the speed limit on the A19 through the village is



40mph I consider that, whilst the A19 is no longer a Trunk Road, it is still relevant to refer to DMRB standards.

- 4.2.19 DMRB Technical Advice TA 79/99 Amendment No 1 'Traffic Capacity of Urban Roads' is applicable to the stretch of A19 that is subject to a 40mph speed limit as it runs through the western side of the village – a copy of TA 79/99 is provided in Appendix Q. In a south to north direction, the 40mph speed limit commences just to the south of the Carr Lane junction and extends that to a point north of the Skipwith Road junction adjacent to the petrol filling station.
- 4.2.20 Whilst the A19 has a speed limit of 40mph through the village, the ATC surveyed traffic speeds are lower – the results are summarised in table 4.5 and the raw data and location plan are provided in Appendix I.

Table 4.5 – Surveyed A19 Traffic Speeds through Escrick

	A19 Southbound	A19 Northbound
Surveyed Average Speed	31.9 mph	28.3 mph
Surveyed 85th Percentile Speed	37.4 mph	35.3 mph

- 4.2.21 As shown in table 3.1 the average vehicle speeds recorded were 31.9mph and 28.3mph southbound and northbound respectively, some 8 to 11 mph below the 40mph speed limit. The 85th percentile speeds i.e. the speed exceeded by just 15% of drivers are 37.4mph and 35.3mph which is still 3½ to 4½ mph below the prevailing limit.
- 4.2.22 TA 79/99 gives the maximum hourly vehicle capacity for various types of Urban Trunk Road. All capacities quoted are for traffic compositions including up to 15% heavy vehicles with corrections provided for higher proportions – it is noted that the A19 carries approximately half of this proportion at 6% to 8%. The first step is to determine the road type by reference to Table 1 of TA 79/99. I consider that the A19 through the village of Escrick is a type 'UAP2' based on the following parameters being met:
- General description: Good standard single/dual carriageway road with frontage access and more than two side roads per km
 - Speed limit: Generally 40mph
 - Side Roads: more than 2 per km
 - Access to roadside development: access to residential properties
 - Pedestrian crossings: some at-grade
 - Bus stops: at kerbside



- 4.2.23 Table 2 of TA 79/99 provides details of the one-way hourly flow capacities depending on the type and total number of lanes/carriageway width. Generally, carriageway widths on this stretch of the A19 are between 7.35 and 8.6m (including central hatching where this is present) although there is a slightly narrower short section just to the north of the junction with Main Street where the carriageway width is 7.0m. A range of carriageway widths between 6.1m and 9.0m are identified in Table 2 of TA 79/99 for a road type UAP2. It is concluded that the existing A19 carriageway width through Escrick village is suitable for the type/purpose of road and complies with highway standards.
- 4.2.24 Table 2 of TA 79/99 suggests that for a carriageway width of between 6.75m and 7.3m the busiest direction peak hourly flow capacity is between 1,260 and 1,470 vehicles per hour, for a Type UAP2 Urban Road. This is based on a 60/40 directional split and therefore refers to two-way peak hour flow capacities of between 2,100 and 2,450 vehicles per hour. By interpolation, the two-way peak hour flow capacity for a 7.0m wide carriageway is 2,259 vehicles per hour.
- 4.2.25 Table 3.6 shows the results of the ATC survey that was undertaken on the A19 within the village and Table 4.6 provides a comparison of peak hour flows against the peak hour flow capacities from TA 79/99.

Table 4.6 – A19 Escrick Village: Comparison of Peak Hour Flows to Capacity

Period	Northbound	Southbound	2-way Total	% HGV*	TA 79/99 Capacity	Spare Capacity
AM Peak Hour (07:30 to 08:30)	1,104	544	1,648	8%	2,259	27%
PM Peak Hour (17:00 to 18:00)	704	1,040	1,744	6%	2,259	23%

* As the percentage of HGVs is less than 15% in each of the peak hours no reduction in flow capacity is required.

- 4.2.26 Table 4.6 demonstrates that even at its narrowest point where the carriageway width is 7.0m for a short section, the A19 through Escrick village has significant spare link capacity in both weekday peak hours (23% to 27%) when comparing 2019 flows with the peak hour two-way flow capacities for a Type UAP2 Urban Road.
- 4.2.27 Earlier in this section I calculated that an additional 19 HGV's per hour travelled to and from the development site (via the A19 through Escrick) when comparing the surveyed November 2019 flows on the A19 with the busiest day in February 2019. This figure applies to the morning peak hour only i.e. 07:30 to 08:30 as the quarry is closes at 17:00 and therefore does not impact on the evening peak hour of 17:00 to 18:00. An additional 19 trips in the morning peak hour increases the two-way flow in table 4.6 from 1,648 to 1,667. This still leaves 26% spare capacity when compared to the TA 79/99 standard and lies within the evening peak hour of 1,744 vehicles. It is therefore



demonstrated that even applying the maximum daily flows to/from the quarry, the A19 corridor still operates well within its capacity.

4.2.28 Furthermore, the November 2019 surveys showed that:

- The development site generated a total of 91 vehicle arrivals and 86 vehicle departures throughout the day i.e. 177 vehicle movements two-way (as shown in tables 3.3 and 3.4);
- Applying the 80% distribution to/from the north (obtained from the junction turning movements) to 177 results in 142 development related vehicles movements through Escrick village;
- The total two-way daily flow of traffic on the A19 through Escrick village is 20,735 vehicles (as shown in table 3.6);
- The proportion of development related traffic routing through Escrick village is therefore less than 0.7%.

4.2.29 The proportion of development related traffic on the A19 travelling through Escrick (less than 0.7%) is therefore very small and imperceptible from the day to day fluctuations in overall traffic flow along the corridor (as demonstrated by the slightly varying daily ATC flows in Appendix I). Furthermore, the development proposals will not change the permitted quantum of development traffic from the current/historic values.

4.2.30 Personal injury collision data has also been obtained from NYCC for the stretch of the A19 within the 40mph speed limit covering a 70 month period between 1st January 2014 and 31st October 2019 – a copy of the data is provided in Appendix N. Over this extended period of time a total of thirteen personal injury collisions have occurred of which eleven have been classified as slight in severity and two as serious in severity.

4.2.31 I have carried out a full assessment of the circumstances behind each collision that has occurred in order to ascertain whether there are any underlying contributing factors relating to the existing A19 highway design/layout. The results of my assessment are contained in Table 4.7.

Table 4.7 – A19 through Escrick: Assessment of Personal Injury Collision Data

Collision Ref	Date	Severity	Location	Details
12140045371	22/03/14	Serious	A19 on frontage of The Parsonage Hotel and Spa	Driver (casualty) travelling southbound leaves carriageway and crashes through adjacent boundary treatment and gardens. Passenger also a casualty. The Driver positive in a breath test (collision occurred at 02:30hrs).
12140119878	19/07/14	Slight	A19 on frontage of The Parsonage Hotel and Spa	Four vehicles were involved, the driver of the first braked sharply and was not hit and therefore drove off unaware. The following vehicle that stopped without collision was subsequently hit by the following vehicle which was also hit by a



				fourth vehicle. The incident was reported by the driver (casualty) of the third vehicle.
12150055206	20/09/15	Serious	A19 close to access into Sangthai	Driver (casualty) travelling northbound collides with another vehicle where the driver (casualty) has performed a u turn in an adjacent bus layby having missed a junction.
12150110601	01/07/15	Slight	A19 just to south of junction with Skipwith Road	Driver pulls out of an access on the eastern side of the A19 into the path of a vehicle travelling in northbound direction the driver of which is the casualty.
12150134872	04/08/15	Slight	A19 on frontage of Escrick C of E Primary School, opposite entrance to layby	Vehicle travelling in a southbound direction on A19 is waiting to turn right into layby with a queue of several vehicle behind. The driver of a further vehicle does not stop in time resulting in a shunt between two vehicles in front as well as the initial collision. One of the vehicles is a motorcycle whose rider is the casualty.
12150166450	20/09/15	Slight	A19 outside PFS to north of the village	Two vehicles are travelling southbound on A19 towards a vehicle waiting to turn right out of the petrol filling station on to A19 northbound. The driver of the first vehicle signals the vehicle waiting to pull out and a collision occurs as the driver (casualty) of the second vehicle overtakes the first and collides with the vehicle pulling out.
12160014385	30/04/18	Slight	A19 at junction with Skipwith Road	A vehicle on A19 turning right into the minor road collides with a motorcycle that is overtaking two vehicles turning left into the minor road. The rider of the motorcycle is the casualty.
12160027094	12/02/16	Slight	A19 at junction with Carr Lane	The driver of an unknown vehicle in slow moving traffic southbound on A19 has braked suddenly. The driver (casualty) of a vehicle behind in the queue is caused to brake and the following vehicle runs into the rear.
12160051883	24/03/16	Slight	A19 at junction with Skipwith Road	Three vehicles travelling southbound on A19 on approach to junction as an HGV is waiting to turn right into the minor road. A further vehicle behind the HGV pulls out as if to also turn right. The driver of the second vehicle travelling southbound brakes suddenly and the following vehicle fails to stop before colliding with the rear. The casualties (driver and front seat passenger) are in the vehicle that has been struck from the rear.
12160115615	01/07/16	Slight	A19 just to north of junction with Skipwith Lane	A vehicle travelling northbound pulls over to allow an ambulance responding to an incident to pass. The driver (casualty) of a following vehicle fails to pull over, overtakes the first vehicle and collides with it and the ambulance.
1800023	07/07/18	Slight	A19 outside PFS to north of village	A vehicle travelling northbound on A19 following another that has pulled over to turn right into the PFS strikes firstly the right-turning vehicle, then the nearside kerb before flipping over and striking the right-turning vehicle again. The casualties (driver and passenger) are in the vehicle that has flipped over.
1800602	06/12/2018	Slight	A19 just to south of junction with Skipwith Lane	A pedestrian(casualty) steps out into the path of a vehicle travelling southbound on A19.
1901338	13/08/19	Slight	A19 at access to The Fat Abbot	A vehicle travelling northbound on A19 fails to slow sufficiently and collides with vehicle that has slowed to allow the vehicle in front to turn into the access. The casualty is the driver of the vehicle that is collided with.



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- 4.2.32 As can be seen from the details provided in Table 4.7, there is no evidence to suggest that there are any underlying road safety concerns with the geometry and layout of the A19 corridor through the village of Escrick. There is a small cluster of collisions at and close to the junction with Skipwith Road but there is no pattern to these in terms of what has caused the collisions.
- 4.2.33 Since the accident data was obtained from NYCC I have become aware that an accident took place on the A19 (close to or within Escrick) that resulted in the fatality of a car driver. The collision, which occurred on 31st December 2019, involved two cars which were travelling in opposite directions sometime during the afternoon. No formal records are available at the time of writing this statement but it is understood that no HGV's were involved in the accident.
- 4.2.34 Whilst any accident is regrettable (and in particular those resulting in a fatality), having reviewed the recorded information in detail and taking into account the extended time period, combined with a number of causal factors and a variety of locations, it is concluded that there is no specific accident concern along the A19 through Escrick. Additionally, only one of the 13 accidents involved a HGV and even then the HGV driver was not the cause of the incident. There is no evidence that any of the recorded accidents are a result of activity at the appeal site.
- 4.2.35 Furthermore, notwithstanding that the A19 corridor through the village has sufficient carriageway width/capacity in accordance with national highway standards and has a satisfactory accident/safety record, the development proposals will not affect or exacerbate the existing situation as there is no development impact i.e. no increased traffic flows, over and above the extant consent.

Summary

- 4.2.36 It has been demonstrated that the existing A19 Site Access junction layout accords with highway standards, has a satisfactory accident/safety record and comfortably operates within capacity during the busiest peak hour periods.
- 4.2.37 It has also been demonstrated that the A19 corridor through Escrick village has sufficient carriageway width/capacity in accordance with highway standards, has an acceptable accident/safety record, traffic speeds are below the 40mph limit and the road satisfactorily accommodates a very small proportion of development related traffic. The design of the A19 can satisfactorily accommodate HGV movements and national standards identify that the corridor is operating with substantial spare capacity even if HGV proportions were at 15%, as opposed to the 6% to 8% that actually occur.



4.2.38 Furthermore, the development proposals will not affect or exacerbate the existing situation along the A19 corridor or at the Site Access junction because there is no development impact i.e. no increased traffic flows, over and above the extant consent.

4.2.39 It is evident that NYCC reached the same conclusions by confirming that they had “*no objections*” to the development proposals and did not require the imposition of any restrictive planning conditions or Section 106 obligations.

4.2.40 This section of my statement fully addresses the comments raised by Escrick Parish Council (EPC) in their February 2019 consultation response (copy in Appendix D). It has been demonstrated that:

- From a detailed examination of accident records there are no existing highway safety concerns along the A19 corridor through the village;
- The A19 meets national highway standards in terms of its carriageway width and it has substantial spare capacity;
- Traffic speeds are below the 40mph speed limit through the village;
- The existing A19 Site Access junction layout accords with national highway standards and comfortably operates within capacity during the busiest peak hour periods; and
- The existing A19 Site Access junction has a satisfactory accident/safety record and recorded speeds are well below the 60 mph speed limit.

4.3 Planning Policy Context

4.3.1 Saved policy 4/18 (Traffic Impact) of the North Yorkshire Waste Local Plan and saved policy T1 of the Selby District Local Plan (Development in Relation to the Highway Network) stipulate that development proposals will only be permitted where the existing highway network has sufficient capacity and can safely serve/accommodate the development. This chapter has demonstrated compliance with these policies and the Local Planning Authority themselves also reach the same conclusion in paragraph 7.37 of the November Committee report (copy in Appendix C).

4.3.2 Saved Policy 4/18 goes on to state that development proposals should “*not have an unacceptable impact on local communities*”. In paragraph 7.37 of the November 2019 Committee report the LPA state that they consider that the development proposals do not comply with this element of Policy 4/18. However, this is not the case.

4.3.3 Paragraph 4.46 of the North Yorkshire Waste Local Plan states that “*where it is not practicable to transport waste other than by road, operators will be expected where possible to avoid using routes which do not form part of the primary highway network*”



and “*legal agreements will be sought, with operators, in circumstances where the absence of such agreement may cause refusal of planning permission due to unacceptable impact of heavy commercial vehicles on rural roads and/or communities” (my underlining)*

- 4.3.4 It is clear that with respect to highway impacts on local communities, Policy 4/18 is targeting circumstances where HGV routes do not form part of the primary network and where there may be an unacceptable impact on rural roads and routes. This is not the case for the development proposals which has a direct access onto the A19 primary network – a route which has a clear traffic movement function. Furthermore, this chapter has demonstrated that the A19 corridor in the vicinity of the Site complies with national highway design standards, has sufficient capacity and has an acceptable accident/safety record.
- 4.3.5 Other than the new restoration scheme/landform, the planning application does not propose to change any other aspect of the activities permitted under the extant consent. This includes no changes to the type, quantum, frequency or routing of traffic/HGV movements to the Site and existing operations would continue unaffected.
- 4.3.6 Paragraph 109 of the NPPF states that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.
- 4.3.7 The development proposals will have no impact on the local highway network (let alone a ‘severe’ impact) and the current/historic levels of HGV/traffic flows will remain unchanged. Under such circumstances the NPPF is clear, planning permission should be granted.

4.4 Impact of a Refusal on Local Highway Network

Alternative Sites

- 4.4.1 Should planning permission be refused and infilling operations reduce to very low levels/cease at Escrick Quarry then this will not result in the removal of the associated HGV movements from the local highway network and A19 corridor and in fact this would lead to an increase in overall HGV veh km. This is because the material that would have been taken to Escrick Quarry will have to be deposited at alternative quarry sites.
- 4.4.2 The closest three alternative quarries to the development site are Wilberfoss to the east of York, Eggborough to the south close to the M62 and Hensall which lies just east of Eggborough – their locations are provided on the plan in Appendix R. Based on the last



four years of operation the infilling operations at Escrick have averaged 202,347 tonnes of material per annum. This equates to:

- 10,117 deliveries per annum on average (based on 20 tonnes per vehicle);
- 36 deliveries per day on average (based on 278 operational days a year); and therefore
- 72 two-way HGV movements per day.

4.4.3 As I have already established some 80% of HGV movements travel to/from the York area to the north. Assuming that the trips are divided equally between the three alternative quarries then this means that two thirds of these trips will still travel through Escrick village and indeed will have to continue further south along the A19 (some 22km to 24km) to Eggborough and Hensall quarries. The remaining third will route to Wilberfoss which is a similar distance to the east of York as Escrick Quarry is to the south.

4.4.4 Similarly, the 20% of trips to/from the south are also assumed to re-distribute a third each to Wilberfoss, Eggborough and Hensall.

4.4.5 The outcome of this re-distribution of HGV trips is that it would result in an **additional 823 HGV veh km per day** on the local highway network including the A19 corridor. A breakdown of this calculation is provided in Appendix R.

4.4.6 In summary, should planning permission be refused and infilling operations cease at Escrick Quarry then:

- All of the associated HGV movements will continue to take place on the local highway network;
- The majority of the associated HGV movements will continue to route along the A19 and through Escrick village;
- Because Escrick quarry is closer to York and the surrounding areas to the north of the site (from where some 80% of HGV's originate) than either Eggborough or Hensall quarries then it is estimated there would be some additional 823 HGV veh km added to the local highway network per day on average;
- Clearly the additional veh km undertaken by HGV's will have a negative impact on environmental matters including CO2 emissions.



5 Summary and Conclusions

- 5.1.1 A planning application (reference NY/2018/0229/73) was submitted on behalf of Escrick Environmental Services Limited (EES) to North Yorkshire County Council (NYCC) in October 2018. The application proposed to vary Condition 2 of planning permission NY/2007/0127/FUL (as subsequently amended by C8/10/3AC/CPO) in order to provide a revised restoration scheme i.e. varying levels and deliver an improved mountain bike skills centre at the Old Brick and Tile works site which lies west of the A19, south of Escrick village.
- 5.1.2 There are no specific reasons for refusal on highways grounds and the Local Highway Authority has confirmed they have no objections to the highway/traffic implications associated with the development proposals.
- 5.1.3 The Site has no planning limitations on the number of HGV movements that it can generate (daily or otherwise), the only restriction being Environmental Permits for each of the three uses which have upper thresholds as follows:
- Quarry Infilling – 250,000 tonnes per annum;
 - Aggregate Recycling – 75,000 tonnes per annum; and
 - Acumen Washing Plant – 250,000 tonnes per annum.
- 5.1.4 The proposed changes to the restoration scheme would create an additional void space of some 500,000 cubic metres which is equivalent to approximately 900,000 tonnes of additional material. It is anticipated that the proposed works would be completed over a period of 10 years. The current 2007 planning permission is not subject to any time limit and has no end date.
- 5.1.5 Other than the new restoration scheme/landform, the planning application does not propose to change any other aspect of the activities permitted under the extant consent. This includes no changes to the type, quantum, frequency or routing of traffic/HGV movements to the Site and existing operations would continue unaffected.
- 5.1.6 It has been demonstrated that the existing A19 Site Access junction layout accords with highway standards, has a satisfactory accident/safety record and comfortably operates within capacity during the busiest peak hour periods.
- 5.1.7 It has also been demonstrated that the A19 corridor through Escrick village has sufficient carriageway width/capacity in accordance with highway standards, has an acceptable accident/safety record, traffic speeds are below the 40mph limit and the road satisfactorily accommodates a very small proportion of development related



traffic. The design of the A19 can satisfactorily accommodate HGV movements and national standards identify that the corridor is operating with substantial spare capacity.

- 5.1.8 Furthermore, the development proposals will not alter the baseline position along the A19 corridor or at the Site Access junction because there is no development impact i.e. no increased traffic flows, over and above the extant consent.
- 5.1.9 This statement has fully considered and assessed the highway capacity/safety comments raised by Escrick Parish Council (EPC) in their consultation response and found them to be unsubstantiated.
- 5.1.10 It has been demonstrated that the development proposals fully comply with saved policy 4/18 (Traffic Impact) of the North Yorkshire Waste Local Plan, saved policy T1 of the Selby District Local Plan (Development in Relation to the Highway Network) and paragraph 109 of the NPPF which is the national test for permitting planning permission on highway grounds.
- 5.1.11 It has also been demonstrated that should planning permission be refused and infilling operations cease at Escrick Quarry then all of the associated HGV movements will continue to take place on the highway network and the majority of movements will continue to route along the A19 and through Escrick village.
- 5.1.12 Furthermore, because Escrick quarry is closer to York and the surrounding areas to the north of the site (from where the majority of HGV's originate) than either Eggborough or Hensall quarries, then this would result in additional HGV veh km on the local highway network every day. Clearly the additional veh km undertaken by HGV's will have a negative impact on environmental matters including CO2 emissions.

Overall Conclusion

- 5.1.13 It is therefore concluded that there are no reasons on highway grounds why the appeal should not be allowed.

