
From: Stephen Courcier

Sent: 12 October 2021 09:18

To: Mark Hill <m.hill@northyorkmoors.org.uk>; Alex McGarrell

Subject: RE: New application post - NYM21/0592/FL - Land off Stainsacre Lane, Whitby

Hi Mark,

Thank you for your email. That is really good news. In the meantime, our highway consultant (Alex) has produced the attached note that addresses the highway concerns raised by Ged.

I am currently preparing for the planning committee on Thursday. I presume that we will be addressing the committee in person and will have three minutes to present our speech? Do members ask questions of speakers?

Thanks,

Stephen

STEPHEN COURCIER

Associate: Chartered Town Planner

Highways Technical Note – Response to Highways Comments from North Yorkshire County Council

Broomfield Farm – Zone 2, Whitby

Planning Application Reference (NYM21/0592/FL)

11th October 2021

Introduction

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates in response to comments received from North Yorkshire County Council (NYCC) dated 28th September 2021 in relation to the Transport Statement (TS) submitted for the site access and road alignment through the National Park land serving Zone 2 of Broomfield Farm directly from Stainsacre Lane.

Highways England Comments and Applicant's Responses

For ease of reference, this Note provides responses to each of the highways officers comments in the same order as the NYCC response, a copy is attached at **Appendix A**.

NYCC Comment

In assessing the submitted proposals and reaching its recommendation the Local Highway Authority has taken into account the following matters:

The application documents refer to the Scarborough Borough Council planning application for 290 dwellings, SBC/20/00249/FUL which was granted approval and includes the provision of a roundabout on the A171. The SBC application was a hybrid application with approval for means of access to serve the entire site, including that part of the site now under consideration by NYMNP which was to be served from the internal spine road and the new roundabout, not a separate access off the A171. Whilst it is acknowledged that a roundabout junction will be to the detriment of free flow along the A171, provision of such a junction design was deemed necessary to cater for the level of traffic to be generated by the full site. Removing part of the development site and some 60 dwellings from needing to use the roundabout may have meant that alternative access arrangements, with less impact for traffic on the A171, for SBC/20/00249/FUL would have been acceptable.

It should be noted that this application is only seeking permission for the access and does not include the residential estate road that would follow on from this point. Therefore, until the road layout for the 60 dwellings is approved, the LHA consider that this access should not be considered.

AMA Response

At the time of the hybrid planning application (ref: SBC/20/00249/FUL) the roundabout was designed to serve 290 dwellings. As set out within the approved TA that supported that submission, a sensitivity test was carried out which allowed for a further 200 dwellings that could be delivered on the land to the north of the site and served from the site access roundabout. This was undertaken at the request of NYCC Highways in order to ensure that the site access roundabout was futureproofed for additional

development on the site beyond the land under Keyland's control that may come forward in the future as part of the overall adopted housing allocation.

In effect, any new junction on the local highway network could be considered as 'to the detriment of the free flow of traffic' by their very nature. However, development sites have to be accessed via new junctions on the local highway network. As long as they have sufficient capacity and have been designed in accordance with guidance then they should be acceptable to the local highway network.

The junction that has been designed to serve Zone 2 of the approved Broomfield Farm development only requires a simple priority T-junction on Stainsacre Lane in capacity terms, however, in order to ensure that any potential impact up the mainline is minimised, a ghost island right-turn facility is proposed which will enable drivers to wait without delaying southbound traffic on Stainsacre Lane.

The proposed site access for Zone 2 is also appropriately spaced from Fairfield Way to the north-west and Enterprise Way to the south-east on Stainsacre Lane.

As is the case with the wider Broomfield Farm scheme, outline permission has been granted for 290 dwellings on the individual development parcels. This includes Zone 2 which will accommodate 60 of the 290 dwellings already approved. The approval of the site access to serve Zone 2 directly from Stainsacre Lane is no different than the approval of the roundabout and spine road as consent under the hybrid planning application (ref: SBC/20/00249/FUL).

The detailed layout of Zone 2 can be agreed at a later date either through reserved matters or a full planning application. This is the same principle as the hybrid planning application (ref: SBC/20/00249/FUL) which includes outline permission for the individual development plots.

To summarise, the approved roundabout that will serve the wider Broomfield Farm development is required even without serving the 60 dwellings within Zone 2. Furthermore, the proposed priority T-junction with ghost island right-turn facility will ensure that there is minimal impact upon the free flow of traffic on Stainsacre Lane and has been designed in accordance with the latest guidance.

Conclusion

This Highways Technical Note provides responses to the comments received from NYCC along with additional information where appropriate.

In conclusion, the information provided within this Note and previous submissions demonstrate that the proposals are acceptable in highways terms.

**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**

Application No: **NYM21/0592/FL**

Proposed Development: Application for construction of access road and associated landscaping to serve zone
2 of the residential development at Broomfield Farm, Whitby (residential development outside National Park boundary)
Location: Land off Stainsacre Lane, Whitby
Applicant: Keyland Development Ltd

CH Ref: **Case Officer:** Ged Lyth
Area Ref: 4/35/2924 **Tel:**
County Road No: **E-mail:**

To: North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
YO62 5BP
Date: 28 September 2021
FAO: Mr M Hill **Copies to:**

Note to the Planning Officer:

In assessing the submitted proposals and reaching its recommendation the Local Highway Authority has taken into account the following matters:

The application documents refer to the Scarborough Borough Council planning application for 290 dwellings, SBC/20/00249/FUL which was granted approval and includes the provision of a roundabout on the A171. The SBC application was a hybrid application with approval for means of access to serve the entire site, including that part of the site now under consideration by NYMNP which was to be served from the internal spine road and the new roundabout, not a separate access off the A171. Whilst it is acknowledged that a roundabout junction will be to the detriment of free flow along the A171, provision of such a junction design was deemed necessary to cater for the level of traffic to be generated by the full site. Removing part of the development site and some 60 dwellings from needing to use the roundabout may have meant that alternative access arrangements, with less impact for traffic on the A171, for SBC/20/00249/FUL would have been acceptable.

It should be noted that this application is only seeking permission for the access and does not include the residential estate road that would follow on from this point. Therefore, until

**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

NYM21/0592/FL

Application No:

the road layout for the 60 dwellings is approved, the LHA consider that this access should not be considered

Consequently, the Local Highway Authority recommends that Planning Permission is **REFUSED** for the following reasons:

R6 ACCESS INTERFERING WITH FREE FLOW (revised)

The Planning Authority considers that the proposed access to the development is not required as an approved access from the roundabout has already been granted. Approval of this access would unnecessarily interfere with the free flow of traffic on the A road with the introduction of the roundabout when it is not required.

Signed:

Ged Lyth

For Corporate Director for Business and Environmental Services

Issued by:

Whitby Highways Office
Discovery Way
Whitby
North Yorkshire
YO22 4PZ

e-mail: _____