

North Yorkshire County Council

Business and Environmental Services

Executive Members

25 May 2018

Access to Proposed Employment Land at Leeming Bar

Briefing Note of the Assistant Director – Highways and Transportation

1.0 Purpose of briefing note

- 1.1 To ensure that the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members are briefed on the proposed access arrangements for a strategic Employment site at Leeming Bar to be allocated in Hambleton District Council's Local Plan.

2.0 Background

- 2.1 Hambleton District Council (HDC) is proposing to allocate 15.4 Ha of employment land at Leeming Bar in their Local Plan as indicated on the attached Plan SK-005. Only Phase 1 (as shown on the plan) has been approved by HDC members. This site is considered as strategically important due to the proximity to the A1(M) corridor and the A684 Bedale, Aiskew and Leeming Bar Bypass (BALB) and the existing employment land at Leeming Bar.
- 2.2 The site has frontage to the highway network along its western boundary at Low Street and its northern boundary to the recently completed A684 BALB.
- 2.3 Members are reminded that 85% of the BALB scheme cost was funded by the Department for Transport (DfT).
- 2.4 The County Council in its role as Local Highway Authority (LHA) will be formally consulted by HDC on the allocation of the site and for the site to be successfully taken through Examination in Public for allocation HDC will need to demonstrate that the site has an appropriate access supported by the LHA and that viability is deliverable.

3.0 Key Issues

- 3.1 All parties have agreed that access from Low Street is inappropriate; it is a cul-de-sac serving dwellings and farmland with an acute angle junction with Leases Road which connects it to the wider highway network including BALB and the A1(M)
- 3.2 Two alternative access arrangements have been considered by WSP acting as consultants for HDC.
- 3.3 HDC's preferred access to the site is via a T junction with a right turn lane ghost island from BALB to the North, however the LHA has to consider the potential impact on highway safety and the free flow of traffic on BALB of such an access. The LHA is also concerned that the creation of such an access could create a precedent for the creation of similar accesses onto open roads with free flowing traffic. Once precedents are established future proposals are difficult to resist on matters of principle.

- 3.4 It should be noted that the DfT funding for BALB was granted with conditions. One of these conditions states that for a period of 10 years following completion of the scheme, the LHA must not modify any part of the scheme where such actions would have a material impact upon the benefits of the scheme, without the prior written consent of the DfT. Informal discussions with the DfT have indicated that they would only be concerned if the proposed change would undermine the original grant investment. They have also suggested that it seems unlikely that the proposed new junction would have this kind of impact and therefore it is unlikely that this issue poses a risk to the acceptability of such a change to the BALB scheme.
- 3.5 The LHA's preferred access for the site is to link directly into Leases Lane through the farm land to the west of Low Street. In highway safety terms this is the most appropriate solution as it does not add an additional junction to BALB. However it does require the acquisition of third party land to create the access route between Low Street and Leases Lane. In financial terms this is a more expensive solution due to the acquisition of additional land and the additional length of road to be constructed. HDC believe that these additional costs will jeopardise the viability of delivery of the proposed strategic employment site at Leeming Bar. The delivery of the employment site would represent a significant economic growth opportunity in line with the County Council's recently adopted Plan for Economic Growth.
- 3.6 Whilst the ideal highway solution would be to take an access from Leases Lane, it is recognised that the costs associated with such a solution pose a significant risk to the viability of the delivery of the strategic employment site and for this reason Officers intend to advise HDC that an access from BALB is acceptable in principle subject to the following matters being satisfactorily addressed:
- A design compliant with the Design Manual for Roads and Bridges (DMRB) has been submitted to, and approved in writing by, the LHA.
 - A stage 1 Road Safety Audit undertaken in accordance with the requirements of HD 19/15 has been submitted to, and approved in writing by, the LHA.
 - An analysis of the impact of the junction on BALB has been submitted to, and approved in writing by, the LHA. This should include analysis of the impact on journey time on the whole BALB route and thus the impact on the Cost Benefit of BALB as a whole.

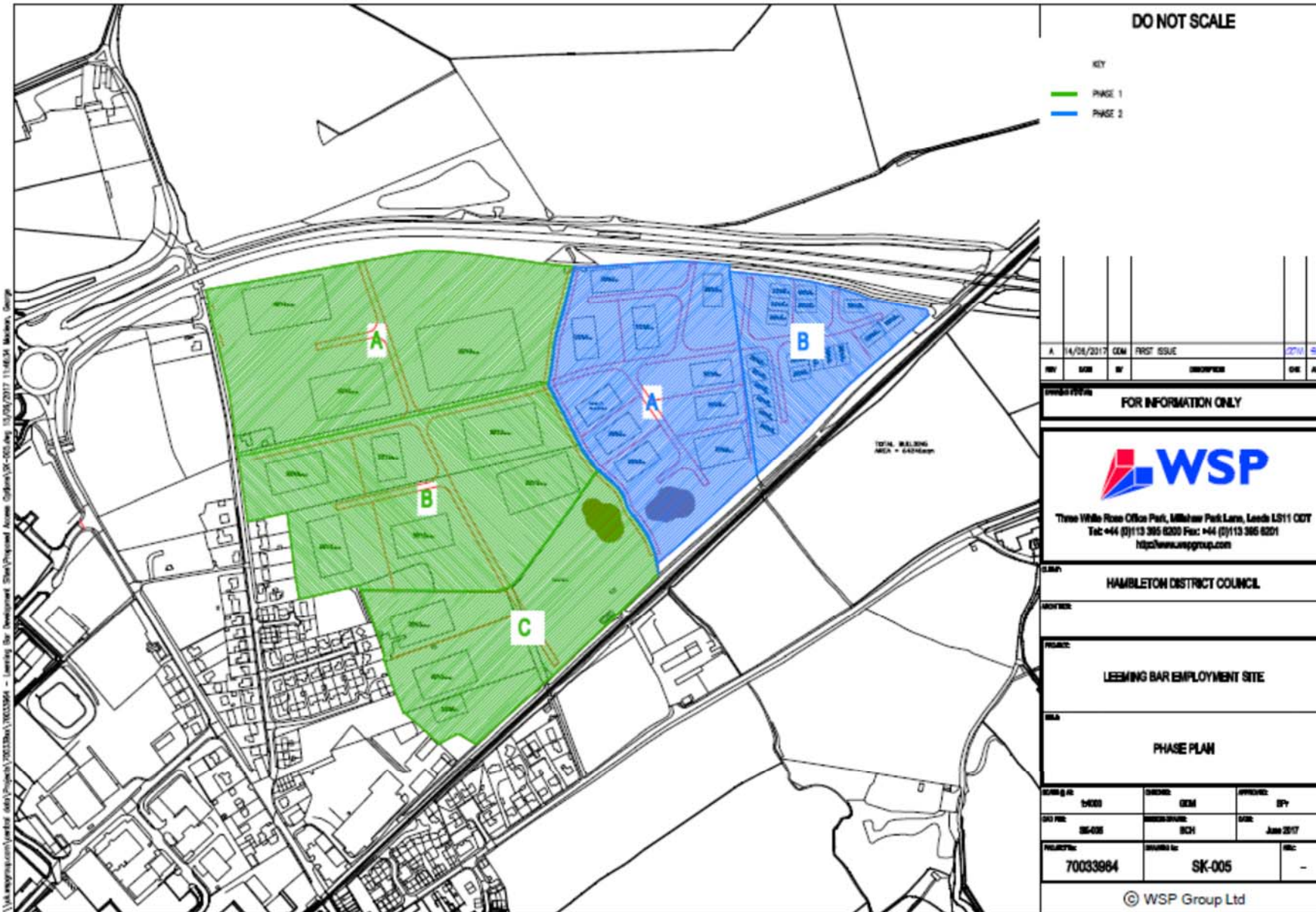
4.0 Consideration of access arrangements to the proposed allocation of Employment Land at Leeming Bar

- 4.1 The Corporate Director, BES and the BES Executive Members are asked to provide their views on the proposed intention of Officers to provide an agreement in principle to HDC for an access from the proposed employment site directly onto BALB to facilitate the delivery of this strategic employment site which is in line with the County Council's Plan for Economic Growth. Officers also intend to put requirements in place to ensure that a precedent is not set regarding the provision of direct accesses onto other similar routes and that satisfactory highway safety and efficient traffic flow is maintained.

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Background documents: None



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