

North York Moors National Park Authority – Review of Publication of the Pre-Submission Draft Local Plan

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Task Overview

CH2M has been commissioned by Highways England to review the Publication of the Pre-Submission Draft Local Plan, prepared by the North York Moors National Park Authority. The local plan presents planning policies for future development in the North York Moors National Park. The proposals are currently at the 'Pre-Submission stage' setting out the authority's proposed set of policies which shall influence the future use and development of land in the national park.

CH2M previously undertook a review on behalf of Highways England of the Preferred Options draft of the Local Plan in October 2018. CH2M has undertaken this review to provide updated recommendations with respect to the Pre-Submission Draft version of the Plan to Highways England in relation to the potential impact the new Local Plan, in its current form, could have on the operation of the Strategic Road Network [SRN].

Introduction

The SRN in the vicinity of the North York Moors National Park, comprises solely of the A19, which runs in a north-south alignment to the west of the National Park boundary, although the route does not run through the park itself.

The A19 directly connects into the national park at three locations:

- A19/ A172; we've connection to the A172 which leads into the north west of the national park connecting to Ingleby, Swainby and Carlton-in-Cleveland;
- A19/ A684 / Clack Lane; slip roads to the A684, which connects to the Clack Lane, west of Osmotherley;
- A19/ unnamed road; at grade priority junction to the west of Thimbley.

Background

Within CH2M's previous response to the Preferred Options draft, it was identified that there is no section of strategic road within the North York Moors National Park, meaning that specific policy relating to the SRN is not present for this Local Plan. The main area of concern for Highways England extends to the quantum of development, which will be delivered during the period of the Local Plan. CH2M advised with regards to the Preferred Options draft that in its current form, the new Local Plan and the proposed number of new developments did not pose a risk to the safe and efficient operation

of the SRN, however if this number changed, Highways England must be consulted, as this could be of concern and an impact assessment would be required.

Legislative and Policy Review

Within the review of the Preferred Options Report, CH2M identified the total quantum of development as 551 dwellings; CH2M were satisfied that this represented a relatively low number of dwellings, when considering the vehicle trip generation, in relation to the capacity of the Strategic Road Network that serves the National Park. It is noted that this quantum remains unchanged in the Pre-Submission Draft.

With regards to the allocation of the 551 dwellings, CH2M noted that these are proposed to be delivered on average 29 dwellings per year. A large number of these dwellings are already captured within the Helmsley Plan where 150 dwellings are to be delivered along with 1.6 hectares of employment land up to 2027. Helmsley is approximately 20 kilometres to the east of the A19 and is the only one specifically identified within the preferred option report with a specific allocation of dwellings; the remaining allocations are expected to be taken up by the larger villages, however not at the scale allocated within the Helmsley plan.

As previously noted by CH2M, given the distance Helmsley is from the SRN and scale of the proposed development in Helmsley, it is unlikely this development shall pose a significant concern to Highways England. Furthermore, the lack of specific allocations for other major developments within the national park means there are no other concerns at this time to require further attention from Highways England.

The remit of Highways England is informed by; *The strategic road network: Planning for the future - A guide to working with Highways England on planning matters*. Highways England gives specific reference to national guidance set out in the National Planning Policy Framework (NPPF) (2012) and online Planning Practice Guidance (PPG). As such, developers should consider such guidance if their developments could potentially have an impact on the operation of the SRN.

Conclusions and Recommendations

CH2M has been commissioned by Highways England to review the Publication of the Pre-Submission Draft Local Plan, prepared by the North York Moors National Park Authority. CH2M's latest review follows a previous review of the Preferred Options draft of the Local Plan in October 2018.

Within CH2M's previous review of the Preferred Options draft, CH2M noted that there is no section of strategic road within the North York Moors National Park, meaning that specific policy relating to the SRN is not present for this local plan. It was identified that the main area of concern for Highways England extends to the quantum of development, which will be delivered during the period of the Local Plan.

It is noted that the total quantum of development remains at 551 dwellings, which is not considered to pose any significant impact with regards to the operation of the SRN; considering there is no change to the quantum of development from the Preferred Options Draft to the Pre-Submission Draft, CH2M on behalf of Highways England can confirm that there is no issue with the Pre-Submission Draft Local Plan in terms of potential impacts upon the SRN, however if the quantum of development changes, Highways England must be consulted, so the impacts of these proposals can be fully assessed.