



# Minerals and Waste Joint Plan Traffic Assessment

North Yorkshire County Council

## Final Traffic Assessment

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8 October 2015

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Client name: North Yorkshire County Council  
Project manager: Rich McGarr  
Author: Rob Minton

Jacobs U.K. Limited

7th Floor, Stockbridge House  
Trinity Gardens  
Newcastle upon Tyne, NE1 2HJ  
United Kingdom  
T +44 (0)191 211 2400  
F +44 (0)191 211 2401

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**Appendix D. Personal Injury Collision Data**

**Appendix E. Plot of Sites Generating Additional Traffic**

**Appendix F. Cumulative Impacts of Sites Generating Additional Traffic**

**Appendix G. Schematics of Expected HGV Routings for New Submission Sites Between Catterick and Leeming Bar**

# 1. Introduction

## 1.1 Background

Jacobs (UK) Ltd has been commissioned to prepare a Traffic Assessment to consider the traffic impacts of sites currently being considered for inclusion in the forthcoming Minerals and Waste Joint Plan presently being prepared jointly by North Yorkshire County Council (NYCC), City of York Council (CYC) and North York Moors National Park Authority (NYMNP). The Traffic Assessment considers a total of 31 mineral and 15 waste submission sites, the locations of which are shown in the plan in Appendix A or can be viewed on the interactive map on the following webpage:

[http://maps.northyorks.gov.uk/connect/?mapcfg=minerals\\_cfs](http://maps.northyorks.gov.uk/connect/?mapcfg=minerals_cfs)

The Minerals and Waste Joint Plan is currently being prepared by NYCC, CYC and NYMNP, the mineral and waste planning authorities for the area under consideration. The plan will provide a framework detailing policies and the future allocated mineral extraction and waste sites in the area until 2030.

This Traffic Assessment examines the individual and cumulative traffic impacts of the mineral and waste sites currently being considered for potential inclusion in the joint plan. Detailed pro-forma of the sites currently under consideration are provided in Appendix B of this report. Further sites have been submitted for consideration but are currently proposed to be discounted for a range of other reasons and therefore have not been considered as part of this traffic assessment.

The scope and contents of this Traffic Assessment has been discussed with officers from the local highway authority, North Yorkshire County Council and Highways England who are responsible for the A1, A1(M), A19/A168 (north of Dishforth), A64 (east of A1(M)), A66, A66(M) and M62 in the joint plan area.

## 1.2 Report Structure

The structure of the remainder of this report is as follows:

- **Chapter 2 – Methodology** – provides details of the aspects considered in this assessment and the methodologies used to distribute trips.
- **Chapter 3 – The Sites** – sets out details of the considered submission sites, the current trip generations and the net change in site trip generations from the present
- **Chapter 4 – Individual Site Assessments** – considers the expected traffic impacts of each individual site;
- **Chapter 5 – Cumulative Site Assessment** – considers the expected cumulative traffic impacts of sites on the Highways England and local highway network; and
- **Chapter 6 – Summary** – a summary of the main findings of this assessment.

## 2. Methodology

This section sets out the methodology employed in this assessment.

### 2.1 Considered Sites and Traffic Changes

Section 3 of this report sets out the sites considered in this assessment. The section provides an overview of each submitted site and what changes this represents from present activities. A considerable number of the mineral sites considered in this assessment are seeking to physically extend the boundaries of the site as currently consented reserves are depleting and this would allow the quarry to continue operating at present levels. These submissions would thus provide a physical extension to the quarry but quarried minerals and light traffic and Heavy Goods Vehicle (HGV) site trips generations would remain at present levels.

A large proportion of the waste sites are also seeking to just continue present operations beyond their present time-limited consent periods which would again maintain existing levels of imported/exported waste with light vehicle and HGV site trips generations remaining at present levels.

With the presence of no further external factors, the traffic impact of these sites continuing operations with present light vehicle and HGV traffic generations is therefore nil on existing traffic levels, however each site has been reviewed in Section 4 to consider potential traffic impacts which may occur.

### 2.2 Individual Site Assessments

Section 4 of this report examines the potential impacts of individual submissions. Each assessment identifies where vehicles would access the submission site and then utilises a 'filtering' type approach whereby the level of expected traffic impacts determines the level of review.

The net change in daily light vehicle and HGV trips for each site is identified to determine additional traffic impacts to those presently on the network. If the quantum of additional traffic is potentially significant, the main impact on the highway around the access is considered in the form of identifying any potential road safety issues and/or traffic impacts.

For the purposes of this assessment, a potentially significant traffic impact is around 10 HGVs or 30 light vehicles a day although impacts less than this are examined where considered necessary.

It should be noted that the actual point of access of individual sites has not been considered in this assessment having previously been considered by Highways officers from North Yorkshire County Council, however where a potential access issue/road safety concern has been identified as part of this study, this has been included.

For submissions where a significant net increase in traffic or HGVs are expected (i.e. additional vehicles to those on the network at present) the expected HGV routes to the site have been identified and plotted and are shown in Appendix C. The distribution of traffic for the majority of mineral and waste sites is based on a gravity model approach whereby the draw to/from each ward within a defined distance is determined based on the population living within the ward and the distance from the site. The majority of larger mineral sites are estimated to have a 'catchment area' of approximately 50km and thus the 'gravitational pull' of each ward within this area is determined. GIS routing software has then been used, to determine the likely routes to the ward, with the resultant number of vehicles on each route then determined. It should be noted that this methodology is an estimate of the trip distributions of the site and actual trip distributions from each site are likely to vary on a day to day basis according to demand.

For smaller/more specialised submission sites a smaller gravity model catchment area has been used or where the end destination of all material is known then all traffic has been routed to this site. In some areas it is known that large quantities of quarried material is taken to a particular region (e.g. it is estimated that approximately 75% of material quarried around Catterick is taken north to Teesside and Durham) and where such estimates are available, the gravity models have been adjusted accordingly.

For sites accessing directly onto or accessing close to the Highways England highway network, Personal Injury Collision data has been examined as requested by Highways England. Where outlined in this report, collision data has been obtained from North Yorkshire County Council Road Safety team for the period between 1<sup>st</sup> January 2010 and 31<sup>st</sup> July 2015. The ‘raw’ Personal Injury Collision data examined can be found in Appendix D.

Traffic data has also been used in this assessment where required and unless otherwise stated has been obtained from permanent and temporary traffic counters owned by North Yorkshire County Council. Where specified, traffic data has also been obtained from the Department for Transport ‘Traffic Counts’ data source.

Light vehicle and HGV trip generations for the submission sites have been provided by NYCC based on information provided by the submitters and details from previous planning applications for the sites.

Finally, the findings of each site are summarised and each site has been given a ‘traffic light’ rating for the potential traffic impacts depending on the severity and extent of mitigation measures which may be required.

The key to the ratings is set out below:

Colour Rating	
Green	Traffic impacts of sites likely to be negligible or minor with no significant mitigation measures likely to be required (although minor mitigation measures e.g. wheel wash facilities may still be required when a site is considered in more detail as part of a planning application).
Yellow	Some potential minor to moderate adverse impacts are expected and mitigation measures may be required.
Red	Significant adverse impacts are expected for a site. The site may be unsuitable for the submission or strong detailed mitigation measures may be required.

### 2.3 Cumulative Site Assessments

Section 5 of this report examines the cumulative traffic impacts of submissions for the Highways England and local highway networks. The methodology employed is similar to that set out in section 2.3 but with traffic impacts from multiple sites examined instead of individual submissions. The location and extent of assessment on the local highway network has been discussed and agreed with officers from NYCC Highways..



### 3. Considered Submissions and Traffic Changes

#### 3.1 Description of Sites

This Traffic Assessment has considered a total of 32 mineral and 15 waste submission sites situated within the boundaries of North Yorkshire County Council, the City of York Council and the North York Moors National Park Authority. As set out previously, the locations of the sites can be seen in the plan in Appendix A and pro-forma setting out the details of each submission site are provided in Appendix B.

To assist in identifying the location of the submissions, sites in this assessment located in North Yorkshire have been sub-divided into the county districts. Three of the submissions (MJP21, MJP17 and MJP14) lie across the boundaries of two districts - Richmondshire and Hambleton for MJP17 and MJP21 and Harrogate and Hambleton for MJP14. For presentation purposes in this assessment, these sites have been located in the district from which the site is expected to be accessed (Hambleton for MJP17 and MJP21 and Harrogate for MJP14).

A list of the submissions considered in this Traffic Assessment is provided in Tables 1-9 which also sets out brief details of the submission. As set out previously, a large number of the submission sites are either waste sites seeking to retain existing facilities or mineral quarrying sites applying for a physical extension of the quarry to maintain existing operations as currently consented reserves are due to be depleted.

To assist in identifying the submission sites which are new or increasing in size, and not just effectively continuing operations, Tables 1-9 also include a summary of the changes proposed. Tables 1-9 have also been shaded with submissions looking to effectively continue existing operations shaded in **green** and submissions proposing additional or new operations shaded in **orange**. A key to Tables 1-9 is provided below:

#### Key to Tables 1-9

<p><b>WJ</b>XXX Waste submission</p> <p><b>MJ</b>XXX Minerals submission</p>		<p>Submission looking to continue existing operations</p> <p>Submissions proposing additional or new operations</p>
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**Table 1 Submission Sites in Craven District**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
WJP13	Halton East, near Skipton	Retention of waste transfer station with higher vehicle numbers and hours of operation	Retention of existing site with current higher level of vehicle trips
WJP17	Skibeden, near Skipton	Retention of Household Waste Recycling Centre for waste transfer of household and some commercial waste	Retention of existing site

Table 2 Submission Sites in Hambleton District

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP06	Langwith Hall Farm, east of Well	Extraction of sand and gravel as a proposed extension to existing quarry	Physical extension to allow continued operation of quarry site
MJP07	Oaklands, near Well	Extraction of sand and gravel as a proposed extension to existing quarry	Physical extension to allow continued operation of quarry site
MJP33	Home Farm, Kirkby Fleetham	Extraction of sand and gravel from a new extraction site	New quarry site
MJP43	Land to west of Scruton	Extraction of sand and gravel from a new extraction site	New quarry site
MJP61	Land to south of Alne Brickworks, Forest Lane, Alne	Extraction of clay as an extension to a former quarry to serve the existing adjacent brickworks	Physical extension to existing quarry to serve adjacent brickworks
MJP21	Land at Killerby (partly in Richmondshire District)	Extraction of sand and gravel from a new extraction site	New quarry site with operations moved from a nearby location
MJP17	Land to South of Catterick (partly in Richmondshire District)	Extraction of sand and gravel from a new extraction site	New quarry site with operations moved from a nearby location

Table 3 Submission Sites in Harrogate Borough

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP04	Aram Grange, Asenby	Extraction of sand and gravel	New quarry site
MJP51	Great Givendale, Ripon	Extraction of sand and gravel as an extension to existing quarry	Physical extension to allow continued operation of quarry site
MJP35	Ruddings Farm, Walshford	Extraction of sand and gravel from a new extraction site	New quarry site
MJP11	Gebdykes Quarry, near Masham	Extraction of Magnesian limestone	Physical extension to allow continued operation of quarry site
WJP08	Allerton Park, near Knaresborough	Retention of landfill and associated landfill gas utilisation plant and use of site for growth of energy/biomass crops beyond 2018. Proposed composting, transfer station and materials recycling facility, recycling (including of minerals for secondary aggregates)	Retention of existing site with some minor expansion
WJP23	Potgate (former piggery), North Stainley	Recycling of inert construction and demolition waste for secondary aggregates	New recycling site
MJP14	Ripon Quarry, North Stainley (partly in Hambleton District)	Extraction of sand and gravel as proposed extension to existing quarry	Physical extension to allow continued operation of quarry site

Table 4 Submission Sites in Richmondshire District

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP03	Scarborough Field, adjacent to Forcett Quarry	Extraction of Carboniferous limestone as proposed extension to existing quarry	Physical extension to allow continued operation of quarry site
WJP01	Hillcrest, Harmby	Waste Transfer Station (including recycling)	New recycling site
WJP18	Tancred, near Scorton	Landfill, recycling (including treatment, bulking and transfer), open windrow composting facilities	Retention of existing site

Table 5 Submission Sites in Ryedale District

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP08	Settrington Quarry	Extraction of Jurassic limestone as proposed extension to existing quarry and importation of soils for use in restoration	Physical extension to allow continued operation of quarry site
MJP12	Whitewall Quarry, near Norton	Extraction of Jurassic limestone as proposed extension to existing quarry	Physical extension to allow continued operation of quarry site
MJP30	West Heslerton Quarry	Extraction of sand as proposed extension to existing quarry	Physical extension to allow continued operation of quarry site
MJP63	Brows Quarry, Malton	Extraction of Building Stone from part of a former quarry and a proposed extension to the quarry	Extension to former quarry
MJP13	Whitewall Quarry near Norton (recycling)	Expansion to area used for recycling of construction, demolition and soil waste for secondary aggregates within existing quarry void	Physical extension to area where recycling is undertaken

Table 6 Submission Sites in Scarborough Borough

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
WJP15	Seamer Carr, Eastfield, Scarborough	Retention of existing recycling (including treatment, bulking and transfer), open windrow composting, and energy from waste (biomass) facilities beyond end of current planning permissions which are limited to 2020 and new inert waste screening facility	Retention of existing site with some minor expansion

Table 7 Submission Sites in Selby District

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP45	Land to north of Hemingbrough	Extraction of clay as proposed extensions to existing quarry	Physical extension to allow continued operation of quarry site
MJP55	Land adjacent to former Escrick Brickworks	Extraction of clay as extensions to a former quarry	Extension to former quarry
MJP28	Barnsdale Bar Quarry, Kirk Smeaton	Extraction of Magnesian limestone as proposed extensions to existing quarry	Physical extension to allow continued operation of quarry site
MJP29	Went Edge Quarry, Kirk Smeaton	Extraction of Magnesian limestone	Physical extension to allow continued operation of quarry site
MJP23	Jackdaw Crag, Shutton	Extraction of Magnesian limestone as proposed extensions to existing quarry	Physical extension to allow continued operation of quarry site
MJP22	Hensall Quarry	Extraction of sand as proposed extension to existing quarry	Physical extension to allow continued operation of quarry site
MJP44	Land between Plasmor Block making plant, Great Heck and Pollington Airfield	Extraction of sand	Extension to former quarry
MJP54	Mill Balk Quarry, Great Heck	Extraction of sand from existing quarry	Extension to former quarry
MJP09	Barlby Road, Selby	Rail and road freight distribution facility including handling facility for aggregates	Retention of existing site
MJP24	Darrington Quarry processing plant site and haul road	Retention of plant site and haul road for processing of Magnesian limestone extracted from the part of Darrington Quarry located in the Wakefield Council area	Retention of existing site to allow continued operation of quarry site
MJP27	Darrington Quarry (recycling)	Recycling of inert waste	New site
MJP26	Barnsdale Bar, near Kirk Smeaton (recycling)	Recycling of inert waste to produce secondary aggregate	Physical extension to area where recycling is undertaken
WJP10	Went Edge Quarry Recycling, near Kirk Smeaton	Recycling of construction and demolition waste for secondary aggregate	New site
WJP16	Common Lane, Burn	Bulking and transfer of municipal and commercial waste	New site
WJP06	Land adjacent to former Escrick brickworks, Escrick	Landfill of inert waste for restoration of extraction site	New site
WJP21	Brotherton Quarry, Burton Salmon	Import of inert waste for restoration purposes	Continuation of existing operations

WJP22	Land on former Pollington Airfield	Import of wood for wood pellet production; Modification to biomass plant permission (reduction to throughput and output); Additional infrastructure associated with wood processing	Small expansion of recycling site
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Table 8 Submission Sites in North York Moors National Park

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
WJP19	Fairfield Road, Whitby	Proposed extension to area and changes to existing facility recycling and transfer of municipal and commercial waste	Small extension to site and changes to existing facilities

Table 9 Submission Sites in City of York

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	Extraction of clay	Extension to former quarry
WJP05	Field to North of Duttons Farm, Upper Poppleton	Landfill and recycling of waste from construction industry	New site
WJP11	Harewood Whin, Rufforth	Retention of the following facilities beyond 2017: landfill, open windrow composting, recycling (including treatment bulking and transfer) and liquid waste treatment, Energy from Waste (Biomass and Landfill Gas Utilization), kerbside recycling and waste transfer operation and Construction of new materials recycling facility and waste transfer station	Small extension to site and retention of existing facilities

### 3.2 Site Trip Generations

This section sets out the traffic generations of the submissions. Tables 10 - 18 set out the trip generations of each site based on information from the submitters and provided by NYCC.

As set out in Tables 1-9 above, a large number of the sites are just looking to continue existing operations– i.e. the proposal is to increase the physical size of the quarry as presently consented reserves would be exhausted but operations and traffic generations from the site would remain at present levels. Tables 10 - 18 thus also set out the net change in daily trip generations for each site from present traffic generations. It should be noted that where a former quarry is to reopen or has been mothballed for a period of time, trips from this site have been identified as additional trips to the network.

For display purposes, sites that will generate additional traffic to the network are shaded orange with sites shaded green expected to generate no net change to the traffic on the adopted highway network. A summary of the results for each site is provided at the end of this section.

Table 10 Traffic Generations of Sites in Craven District

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
WJP13	Halton East, near Skipton	4	36	0	0	Consent currently in place for increased no. of HGVs until 2019
WJP17	Skibeden, near Skipton	209	1-2	0	0	Continuation of existing facility

Table 11 Traffic Generations of Sites in Hambleton District

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP06	Langwith Hall Farm, east of Well	34	200	0	0	Continuation of operations at Nosterfield Quarry
MJP07	Oaklands, near Well	34	200	0	0	Continuation of operations at Nosterfield Quarry after MJP06
MJP33	Home Farm, Kirkby Fleetham	21	128	21	128	
MJP43	Land to west of Scruton	10-18	90-130	18	90-130	
MJP61	Land to south of Alne Brickworks, Forest Lane, Alne	0	0	0	0	Would serve adjacent brickworks only
MJP21	Land at Killerby (partly in Richmondshire District)	42	336	28	86	Continuation of operations in local area, net change reflects increased output
MJP17	Land to South of Catterick (partly in Richmondshire District)	10-18	72-121	0	0	Continuation of operations in local area, local traffic impact from change of site only

Table 12 Traffic Generations of Sites in Harrogate Borough

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP04	Aram Grange, Asenby	14	100	14	100	
MJP51	Great Givendale, Ripon	50	158	0	0	Continuation of operations at Ripon City Quarry
MJP35	Ruddings Farm, Walshford	10	72	10	72	
MJP11	Gebdykes Quarry, near Masham	7	48	0	0	Continuation of operations at Gebdykes Quarry
WJP08	Allerton Park, near Knaresborough	8	72	0	0	Additional development not expected to generate additional traffic
WJP23	Potgate (former piggery), North Stainley	32	8	Up to 32	8	
MJP14	Ripon Quarry, North Stainley (partly in Hambleton District)	16	80-150	0	0	Continuation of operations at Ripon Quarry

Table 13 Traffic Generations of Sites in Richmondshire District

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP03	Scarborough Field, adjacent to Forcett Quarry	20	80-110	0	0	Continuation of operations at Forcett Quarry
WJP01	Hillcrest, Harmby	1-2	10	0	0	Further development unlikely to generate additional traffic
WJP18	Tancred, near Scorton	20	218	0	0	Continuation of operations at Tancred

Table 14 Traffic Generations of Sites in Ryedale District

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP08	Settrington Quarry	24	36-44	0	0	Continuation of operations at Settrington Quarry
MJP12	Whitewall Quarry, near Norton	46	50	0	0	Continuation of operations at Whitewall Quarry
MJP30	West Heslerton Quarry	10	14	0	0	Continuation of operations at West Heslerton Quarry
MJP63	Brows Quarry, Malton	4	0	4	0	
MJP13	Whitewall Quarry near Norton (recycling)	0	0	0	0	No additional vehicles to MJP12 submission

Table 15 Traffic Generations of Sites in Scarborough Borough

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
WJP15	Seamer Carr, Eastfield, Scarborough	32	124-164	0	0	New facility not expected to generate additional trips

Table 16 Traffic Generations of Sites in Selby District

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP45	Land to north of Hemingbrough	16	100	0	0	Continuation of operations at Hemingbrough site
MJP55	Land adjacent to former Escrick Brickworks	10	50	10	50	
MJP28	Barnsdale Bar Quarry, Kirk Smeaton	18	56	0	0	Continuation of operations at Barnsdale Bar Quarry



MJP29	Went Edge Quarry, Kirk Smeaton	6	100	0	0	Continuation of operations at Went Edge Quarry
MJP23	Jackdaw Crag, Shutton	6	90-334	0	0	Continuation of operations at Jackdaw Crag Quarry
MJP22	Hensall Quarry	2-4	24-29	0	0	Continuation of operations at Hensall Quarry
MJP44	Land between Plasmor Block making plant, Great Heck and Pollington Airfield	0	0	0	0	Would serve adjacent site only
MJP54	Mill Balk Quarry, Great Heck	10	30-50	10	30-50	Site currently inactive
MJP09	Barlby Road, Selby	25	120	0	0	Continuation of operations at Barlby Road facility
MJP24	Darrington Quarry processing plant site and haul road	100	146	0	0	Continuation of operations at Darrington Quarry
MJP27	Darrington Quarry (recycling)	0	0	0	0	Would not increase traffic from MJP24 at same site
MJP26	Barnsdale Bar, near Kirk Smeaton (recycling)	0	0	0	0	No additional vehicles to MJP28
WJP10	Went Edge Quarry Recycling, near Kirk Smeaton	6	108	6	108	
WJP16	Common Lane, Burn	12	64	12	64	
WJP06	Land adjacent to former Escrick brickworks, Escrick	10	50	0	10	Small increase in traffic from MJP55 proposal
WJP21	Brotherton Quarry, Burton Salmon	12	56-112	0	0	Continuation of operations at Brotherton Quarry
WJP22	Land on former Pollington Airfield	38	118	2	8	Small increase in site throughout

Table 17 Traffic Generations of Sites in North York Moors National Park

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		
		Light vehicles	HGVs	Light vehicles	HGVs	
WJP19	Fairfield Road, Whitby	60	38	0	6	Small increase in site throughout

Table 18 Traffic Generations of Sites in City of York

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	2-4	10-14	2-4	10-14	
WJP05	Field to North of Duttons Farm, Upper Poppleton (Waste)	2-4	10-14	2-4	10-14	
WJP11	Harewood Whin, Rufforth	30	267	0	0	Localised redistribution from transfer from Hessay site

A summary of the sites and expected net additional trip generations for each authority area is provided in Table 19. It should be noted that this Traffic Assessment has been prepared prior to the final publication of the joint plan and therefore may include sites which are not included in the final version.

Table 19 Summary of Sites and Trip Generations for Each Authority Area

District/Authority	Number of Minerals Sites	Number of Waste Sites	Number of Sites Generating Net Additional Light Vehicles	Number of Sites Generating Net Additional HGVs	Total Number of Additional Two-Way Daily Light Vehicle Trips	Total Number of Additional Two-Way Daily HGVs
Craven District	0	2	0	0	0	0
Hambleton District	7	0	3	3	39	304-344
Harrogate Borough	5	2	3	3	Up to 56	180
Richmondshire District	1	2	0	0	0	0
Ryedale District	5	0	1	0	4	0
Scarborough Borough	0	1	0	0	0	0
Selby District	12	5	5	6	40	270-290
North York Moors National Park	0	1	0	1	0	6
City of York	1	2	2	2	4-8	20-28
<b>Total</b>	<b>31</b>	<b>15</b>	<b>14</b>	<b>15</b>	<b>143-147</b>	<b>780-848</b>

As can be seen from Table 19, a total of 14 of the sites considered are expected to generate additional light vehicle trips and 15 sites are expected to generate HGV trips in the area covered by the joint plan. The net increase in light vehicle trip generations in each authority area is relatively modest, with the highest expected increase in Harrogate with up to 56 additional two way light vehicles trips per day and no additional light vehicle traffic expected in Craven, Scarborough, North York Moors National Park or Richmondshire districts.

The greatest potential increase in HGVs is expected in Hambleton district with up to 304-344 additional HGVs a day if all sites came forward for inclusion in the joint plan.

## 4. Individual Submission Assessments

The following sections set out the individual submission assessment of each of the 31 mineral and 15 waste site submissions presently being considered for inclusion in the joint plan. The aspects considered in these assessments and methodology used to distribute vehicle trips is set out in Section 2.2. As set out previously, sites evaluations are grouped into the seven North Yorkshire districts, as well as North York Moors National Park and City of York.

As set out in Section 2.2, the traffic impacts of each site have been given a ‘traffic light’ coloured rating using the following ratings.

Colour Rating	
	Traffic impacts of sites likely to be negligible or minor with no significant mitigation measures likely to be required (although minor mitigation measures e.g. wheel wash facilities may still be required when a site is considered in more detail as part of a planning application).
	Some potential minor to moderate adverse impacts are expected and mitigation measures may be required.
	Significant adverse impacts are expected for a site. The site may be unsuitable for the submission or strong detailed mitigation measures may be required.

### 4.1 Sites in Craven District

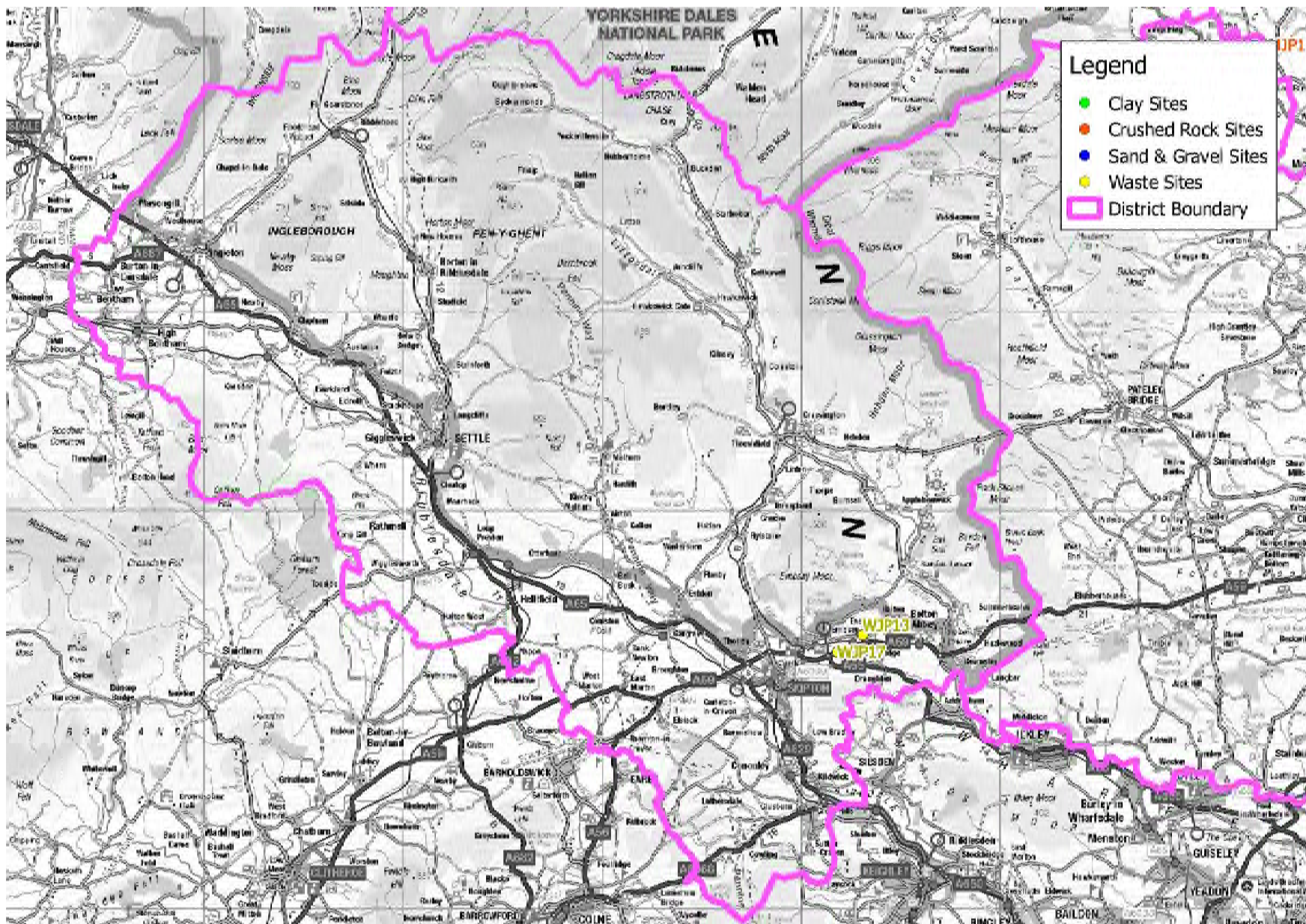
Two waste sites within the district of Craven are currently being considered for inclusion in the joint plan. The sites under consideration are set out in Table 20:

Table 20 Submission Sites in Craven District

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
WJP13	Halton East, near Skipton	Retention of waste transfer station with higher vehicle numbers and hours of operation	Retention of existing site with current higher level of vehicle trips
WJP17	Skibeden, near Skipton	Retention of Household Waste Recycling Centre for waste transfer of household and some commercial waste	Retention of existing site

The site locations can be seen in Figure 1.

Figure 1 Location of Sites in Craven District



4.1.1 Site WJP13 – Halton East, near Skipton

<b>Site Ref</b>	WJP13	<b>Summary of Changes Proposed</b>	Retention of existing site with current higher level of vehicle trips
<b>Proposal</b>	Retention of waste transfer station for household and some commercial waste with higher vehicle numbers and hours of operation	<b>Address</b>	Halton East Waste Transfer Station Halton East Works Low Lane Halton East BD23 6AD
<b>Daily light vehicle trip generations</b>	4	<b>Net change in daily light vehicle trip generations</b>	0 (from current higher levels)
<b>Daily HGV trip generations</b>	36	<b>Net change in daily HGV trip generations</b>	0 (from current higher levels)

Submission WJP13 looks to continue the operation of a household and commercial waste transfer station to the north east of Skipton and situated approximately 500m to the east of site WJP17. The site currently has in place a time limited planning consent (until 2019) to increase the number of HGVs to 28 deliveries and eight removals per day. The site is also subject to a Section 106 agreement whereby HGVs must approach the site from the west to avoid turning right into the site (the junction does not feature a right turning lane and looks to have limited visibility for oncoming vehicles).

Access to the site is from the A59 which bypasses the majority of settlements in the local area. Inbound HGVs are likely to be distributed across the Craven district bringing refuse to the site with up to eight HGVs a day taking refuse from the site to the East along the A road network in the direction of the A1.

Submission WJP13 is to maintain the current increased number of HGVs serving the site. The site is accessed off the A59 and the continuation of the additional HGV volumes is unlikely to be perceptible. It is thus concluded that submission WJP13 is unlikely to result in any additional significant impacts although it is recommended that the restriction on HGVs turning right into the site should be maintained as part of any future Section 106 agreements.

<b>Review Summary</b>	<b>Overall Rating</b>
Submission to continue operation and maintain greater HGV trip generations at household and commercial waste transfer station. There would thus be no additional traffic impact associated with maintaining the existing trip generations although it is recommended that HGV routing restrictions are maintained for the site.	

4.1.2 Site WJP17 – Skibeden, near Skipton

<b>Site Ref</b>	WJP17	<b>Summary of Changes Proposed</b>	Retention of existing site
<b>Proposal</b>	Retention of Household Waste Recycling Centre for waste transfer of household and some commercial waste	<b>Address</b>	Skibeden Landfill and HWRC Harrogate Road Skipton North Yorkshire BD23 6AB
<b>Daily light vehicle trip generations</b>	209	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	1-2	<b>Net change in daily HGV trip generations</b>	0
<p>Submission WJP17 is for the retention of the household waste and recycling centre at Skibden, to the north east of Skipton. The site is accessed directly from the A59, approximately 500m to the west of submission site WJP13. Vehicles are prevented from turning right into the site owing to sub-standard visibility for oncoming vehicles, with signage present.</p> <p>The WJP17 submission would retain the existing traffic and HGV generations of the site and would thus result in no additional traffic. There would therefore be no significant traffic impacts expected.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
Operation continuing as at present, no significant impacts likely.			

## 4.2 Sites in Hambleton District

Seven mineral sites within the district of Hambleton are currently being considered for inclusion in the joint plan. The sites under consideration are set out in Table 21.

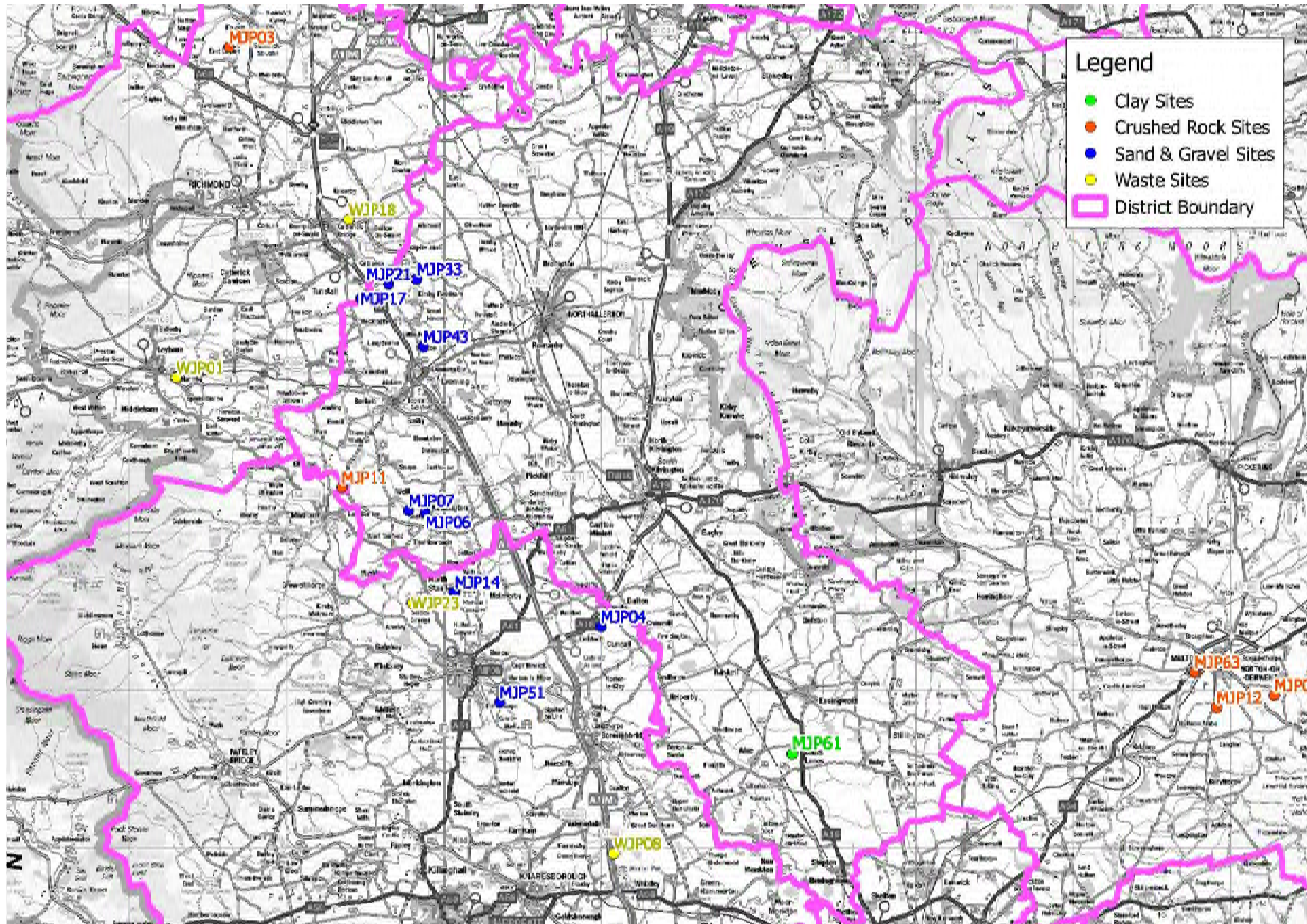
**Table 21 Submission Sites in Hambleton District**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP06	Langwith Hall Farm, east of Well	Extraction of sand and gravel	Physical extension to allow continued operation of quarry site
MJP07	Oaklands, near Well	Extraction of sand and gravel	Physical extension to allow continued operation of quarry site
MJP33	Home Farm, Kirkby Fleetham	Extraction of sand and gravel	New quarry site
MJP43	Land to west of Scruton	Extraction of sand and gravel	New quarry site
MJP61	Land to south of Alne Brickworks, Forest Lane, Alne	Extraction of clay	Physical extension to existing quarry to serve adjacent brickworks
MJP21	Land at Killerby (partly in Richmondshire District)	Extraction of sand and gravel	New quarry site
MJP17	Land to South of Catterick (partly in Richmondshire District)	Extraction of sand and gravel	New quarry site

The site locations can be seen in Figure 2.



Figure 2 Location of Sites in Hambleton District



4.2.1 Site MJP06 – Langwith Hall Farm, east of Well

<b>Site Ref</b>	MJP06	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of sand and gravel as a proposed extension to existing quarry	<b>Address</b>	Land to south of Langwith House Long Lane Well Bedale DL8 2PD
<b>Daily light vehicle trip generations</b>	34	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	200	<b>Net change in daily HGV trip generations</b>	0
<p>Proposal MJP06 has been put forward to allow for the continued operation of the Nosterfield Quarry when presently consented reserves are exhausted. The proposal would maintain the light vehicle and HGV trip generations of the present site. The site is also situated adjacent to submission MJP07 which would commence following the exhaustion of reserves at site MJP06.</p> <p>The site would be accessed via the existing Nosterfield Quarry access directly from the B6267, approximately 300m to the east of the village of Nosterfield. The Nosterfield Quarry site presently has a routing restriction in place which allows only local HGV deliveries to head west on the B6267 with all other deliveries having to head east along the B6267 to reach the A1 and adjacent A1 Local Access Road.</p> <p>The MJP06 submission would maintain traffic levels at the Nosterfield Quarry site and use an established point of access. There are thus expected to be no additional traffic impacts associated with the proposal however it is recommended that similar routing restrictions to those currently in place are maintained as part of any subsequent planning consent.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
<p>Proposal would allow site to continue operating with same traffic levels however it is recommended that similar routing restrictions to those currently in place at the site are included in any future planning consents.</p>			

4.2.2 Site MJP07 – Oaklands, near Well

Site Ref	MJP07	Summary of Changes Proposed	Physical extension to allow continued operation of quarry site
Proposal	Extraction of sand and gravel as proposed extension to existing quarry	Address	Oaklands Long Lane Well Bedale DL8 2PE
Daily light vehicle trip generations	34	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	200	Net change in daily HGV trip generations	0
<p>Proposal MJP07 has been put forward to allow for the continued operation of the Nosterfield Quarry when presently consented reserves and further reserves from site MJP06 (examined above) are exhausted. The overall light vehicle and HGV trip generations of the site would remain at present levels and as per the MJP06 proposal.</p> <p>As for site MJP06, the site would be accessed via the existing Nosterfield Quarry access directly from the B6267, approximately 300m to the east of the village of Nosterfield. Routing restrictions are currently in place for the current consent for Nosterfield Quarry which allow only local HGV deliveries to head west on the B6267 with all other deliveries having to head east along the B6267 to reach the A1 and adjacent A1 Local Access Road.</p> <p>The MJP07 proposal would maintain traffic levels at the Nosterfield Quarry site and use an established point of access. There would thus be no increase in traffic associated with the proposal however it is recommended that similar routing restrictions to those currently in place are maintained as part of any subsequent planning consent.</p>			
Review Summary			Overall Rating
<p>Proposal would allow site to continue operating with same traffic levels however it is recommended that similar routing restrictions to those currently in place at the site are included in any future planning consents.</p>			

4.2.3 Site MJP33 – Home Farm, Kirkby Fleetham

<b>Site Ref</b>	MJP33	<b>Summary of Changes Proposed</b>	New quarry site
<b>Proposal</b>	Extraction of sand and gravel from a new extraction site	<b>Address</b>	Home Farm Kirkby Lane Kirkby Fleetham DL7 0SU
<b>Daily light vehicle trip generations</b>	21	<b>Net change in daily light vehicle trip generations</b>	21
<b>Daily HGV trip generations</b>	128	<b>Net change in daily HGV trip generations</b>	128

Submission MJP33 is for a new quarry site extracting sand and gravel to the east of Catterick. The site would be directly accessed from the B6271 on the eastern side of the River Swale. The site is expected to generate 21 two way light vehicle and 128 two way HGV trips a day which would be additional to the highway network.

HGV traffic from the site has been distributed based on a 50km gravity model which has been adjusted to take into account previous estimates that 75% of demand for material from this area is drawn towards Teesside and Durham. This thus results in a 75% pull towards Teesside and Durham with approximately 13% of HGVs expected to be drawn towards Hambleton, 12% towards Richmondshire and 3% towards Harrogate. A plan showing the expected routing of additional HGV traffic from this site can be found in Appendix C.

The routing software used for this study shows the quickest route to Hambleton, and in particular Northallerton, to be via turning right out of the site and using the B6271 directly to Northallerton. The routing software also shows that the journey times to parts of Teesside could also be quicker via the B6271 and continuing through Northallerton on the A684 and A19. Given the rural nature of the B6271 which passes through several communities, it is recommended that a routing agreement is included as part of any future planning consent for the site so that all HGV traffic is required to turn left out of the site with the exception of local deliveries.

With the routing agreement in place, all HGV traffic would be expected to route via the B6271 and Scorton to the A6136 which will form part of the Local Access Roads running parallel to the A1 which are currently under construction for the A1 Leeming to Barton improvements. The route to the A6136 does pass through some smaller communities at Bolton-on-Swale and the southern extents of Scorton (including passing Bolton-on-Swale school) and also includes some narrower sections of highway although it is understood that this is the current HGV route for other quarry sites off the B6271 and the traffic impacts are therefore likely to be similar to present levels. It is however recommended that Personal Injury Collision data is reviewed outside the school as part of any planning application for the MJP33 site and if necessary mitigation measures implemented at school pick up/drop off time (e.g. timing agreements).

Once at the junction with the A6136, 87% of HGVs, equating to approximately 110 HGVs a day, are expected to head north via the A6136 and Local Access Road currently being constructed as part of the A1 Leeming to Barton upgrade. It is likely that HGVs would utilise the shorter route and access the A1 via the new 'Mid-Catterick' junction although the benefits of using this route are marginal and on certain days (e.g. race days at Catterick racecourse) HGVs routing to the north may use the Scotch Corner junction to access the A1. The remaining 13% of HGVs are expected to head south on the A1 via the new 'Mid-Catterick' Junction. Given that the A1 upgrade and associated local access roads have been designed to take into account future demand from future plans such as this and the Local Access Roads are designed to avoid passing sensitive

receptors on route, it is expected that no significant traffic impacts will occur along this section of the route.

Review Summary	Overall Rating
<p>HGV distribution modelling for MJP33 has shown that the routing to Northallerton and onwards to Teesside could be quicker by turning right out of the site and using the A6271 via Northallerton. It is therefore suggested that a routing agreement is put in place as part of any future planning permission for the site. The HGV route from the site would take vehicles past small communities and a school along the B6271 and it is also recommended that Personal Injury Collision data is reviewed as part of any future planning application for the MJP33 submission site and appropriate mitigation measures put in place.</p>	

4.2.4 Site MJP43 – Land to west of Scruton

Site Ref	MJP43	Summary of Changes Proposed	New quarry site
Proposal	Extraction of sand and gravel from a new extraction site	Address	Scruton (on land between the A1 north of Leases Hall, Roughley Corner and part of the line of the Wensleydale Railway, lying to the west of Carriage Road Plantation and Fox Covert Plantation and to the north of the line of the line of Bedale-Aiskew-Leeming Bar bypass)
Daily light vehicle trip generations	10-18	Net change in daily light vehicle trip generations	10-18
Daily HGV trip generations	90 (average) 130 (maximum)	Net change in daily HGV trip generations	90 (average) 130 (maximum)

Submission MJP43 is a new site for the extraction of sand and gravel. The access to the site is still to be finalised but is likely to link into the junction of the Bedale Aiskew Leeming Bar Bypass and Leases Road or be directly into the Bypass.

HGV traffic from the site has been distributed based on a 50km gravity model which has been adjusted to take into account previous estimates that 75% of demand from this area is drawn towards Teesside and Durham. This thus results in a 75% pull towards Teesside and Durham with approximately 13% of HGVs expected to be drawn towards Hambleton, 12% towards Richmondshire and 3% towards Harrogate. A plan showing the expected routing of additional HGV traffic from this site can be found in Appendix C.

The routing software used for this study shows that the route towards Teesside would take approximately the same length of time via the A1 and A66 as via the A684, through Northallerton and the A19. Given that the A684 passes through Northallerton town centre, it is recommended that a routing agreement is agreed as part of any planning application for the site to encourage all HGV traffic to Teesside to route via the A1.

With the routing agreement in place, 87% of HGVs would head to/from the north via the A1, 13% would head west along the bypass and A684 to Hambleton with 3% heading south. Modelling for NYCC to examine the future usage of the bypass indicates that in 2016 around 11,800 vehicles a day will use the bypass and approximately 14,000 vehicles a day will use the A684. Modelling figures for Highways England for the future usage of the A1 Leeming Bar junction indicates that approximately 500-800 light vehicles and 80 HGVs are expected to use the A1 northbound off-slip and on-slip during the AM and PM peak hours. The impact of the MJP43 submission site is thus likely to not be perceptible against background traffic levels and the highway improvements around this area have been designed to take into account development such as submission site MJP43 and thus no significant traffic impacts are expected.

Review Summary	Overall Rating
The site would access onto the proposed Bedale Aiskew Leeming Bar Bypass or connection junction and thus the traffic impact from the site is not expected to be significant. Modelling does however show that the route towards Teesside, where a substantial part of the workings from this proposal are expected to go, takes approximately the same length of time via the A1 and	

<p>A66 as via the A684, through Northallerton and the A19. It is thus suggested that a routing agreement is part of any future planning approval for the site to ensure traffic towards Teesside is routed via the A1 to avoid passing through Northallerton. With the agreement in place, the traffic impacts are shown to be minor and no significant effects are anticipated.</p>	
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**4.2.5 Site MJP61 – Land to south of Alne Brickworks, Forest Lane, Alne**

<b>Site Ref</b>	MJP61	<b>Summary of Changes Proposed</b>	Physical extension to existing quarry to serve adjacent brickworks
<b>Proposal</b>	Extraction of clay as an extension to a former quarry to serve the existing adjacent brickworks	<b>Address</b>	Land to south of Alne Brickworks Forest Lane Alne YO61 1TU
<b>Daily light vehicle trip generations</b>	0	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	0	<b>Net change in daily HGV trip generations</b>	0
<p>Site MJP61 proposes to extract clay to serve the existing adjacent brickworks. The clay would be transported to the brickworks by internal haul roads and would not access the adopted highway. Proposal MJP61 would thus have no impact on the highway network.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
No potentially significant impacts identified			

4.2.6 MJP21 – Land at Killerby (partly in Richmondshire District)

Site Ref	MJP21	Summary of Changes Proposed	New quarry site
Proposal	Extraction of sand and gravel from a new extraction site	Address	Killerby Richmond DL10 7PY
Daily light vehicle trip generations	42	Net change in daily light vehicle trip generations	28
Daily HGV trip generations	336	Net change in daily HGV trip generations	86

Submission MJP21 is a new site which has been put forward as a replacement for the existing Scorton and Ellerton quarry sites and would come into full operation upon the ceasing of activity at Ellerton Quarry. Whilst the majority of trips generated by the site are already on the wider highway network (as traffic from the Scorton and Ellerton quarry sites) an increase in overall output is expected to result in an additional 86 HGVs per day.

The site would be accessed from Low Street with all vehicles using an upgraded section of Low Street to access the new Local Access Road which will run adjacent to the upgraded A1 once constructed.

HGV traffic from the site has been distributed based on a 50km gravity model which has been adjusted to take into account previous estimates that 75% of demand from this area is drawn towards Teesside and Durham. The routing software used for this study shows that the route towards Teesside takes approximately the same length of time via the A1 and A66 as via the A684, through Northallerton and the A19. Given that the A684 through Northallerton passes through the town centre, it is recommended that a routing agreement is agreed as part of any planning application for the site so that all HGV traffic from Teesside would route via the A1.

With the routing agreement in place it is expected that approximately 87% of HGVs would head north along the Local Access Road to the A1 'mid Catterick' junction currently under construction. The remaining 13% of HGVs heading to Hambleton (10%) and Harrogate (3%) would be expected using the new Local Access Road to access the A684 or the A1 at the Leeming Bar Junction. Once on the A1 and A684 it is expected that the traffic impact of the MJP21 submission will be negligible with a large part of the traffic generations from the site already on the highway network from the existing Scorton and Ellerton quarry sites.

The Local Access Roads provides a through route in this area avoiding passing any sensitive receptors with the highway capacity designed to take into account future developments such as MJP21. It is not expected that any significant impacts will occur as a result of submission MJP21.

Review Summary	Overall Rating
Submission MJP21 would be a new site but would replace workings at the nearby Scorton and Ellerton quarry sites. The site would be accessed by an upgraded section of Low Lane and the Local Access Road which is presently being constructed as part of the A1 Leeming to Barton improvements. The local access road and junctions onto the A1 have been designed taking into account Local Plan development sites such as submission MJP21 and avoid any sensitive receptors and are thus expected to result in no significant traffic impacts. It is however recommended that a routing agreement is put in place to prevent HGV traffic to Teesside passing along the A684 through Northallerton.	



4.2.7 MJP17 – Land to South of Catterick (partly in Richmondshire District)

<b>Site Ref</b>	MJP17	<b>Summary of Changes Proposed</b>	New quarry site
<b>Proposal</b>	Extraction of sand and gravel from a new extraction site	<b>Address</b>	Land to south of Catterick (between Leases Lane; Rudd Hall Farm; Ghyll Hall; Hackforth Lodge; Lords Lane; Goskins Plantation; Sowber Hill Farm and the A1)
<b>Daily light vehicle trip generations</b>	10-18	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	72-121	<b>Net change in daily HGV trip generations</b>	0

Submission MJP17 is for the extraction of sand and gravel at a new quarry site situated to the east of the A1. The submission has been put forward as a replacement for when mineral reserves at MJP21 have been exhausted. In turn, submission MJP21 would have replaced the existing Scorton and Ellerton quarry sites and therefore whilst trips from the site would be additional on the local road network (because of the different access locations), the submission site would replace trips already on the A1 from the existing sites.

HGV traffic from the site has been distributed based on a 50km gravity model which has been adjusted to take into account previous estimates that 75% of demand from this area is drawn towards Teesside and the North East. This thus results in a 75% pull towards Teesside and Durham with approximately 13% of HGVs expected to be drawn towards Hambleton, 12% towards Richmondshire and 3% towards Harrogate.

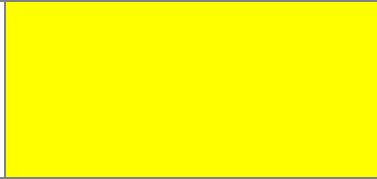
The submission site is adjacent to part of the A1 Leeming to Barton improvements which are presently under construction. The A1 upgrade and associated Local Access Roads would affect the routing available from the quarry once operational. The site access to the submission site is unknown at present, with the site bounding both Leases Lane to the north and Lords Lane to the south and it is likely that substantial upgrades of either road would be required.

In addition to the point of access being uncertain, the routing of the site to the A1 is also uncertain. It is envisaged that traffic from the site would route onto the Local Access Road to the east of the site which will run parallel to the A1 although this is unconfirmed. As for previous submission sites utilising the Local Access Roads, it is envisaged that the traffic impacts of the MJP17 submission site would be relatively minor utilising this route. If however the site is to utilise Catterick Lane to the west of the site then highway upgrades may be required and HGV traffic may pass through Hackforth, Great Crakehall and other communities with associated sensitive local receptors including schools and thus significant traffic impacts would be expected.

Once at the A1 Leeming Bar junction, traffic impacts are expected to be negligible as the site would replace other trips already on the network from submission site MJP21 and the existing Scorton and Ellerton quarry sites. It is thus only the route to the A1 Leeming Bar junction which is likely to result in significant traffic impacts if the site access is not onto the Local Access Road.

<b>Review Summary</b>	<b>Overall Rating</b>
The access to the site is unknown and it is also unknown if traffic from the site would utilise the Local Access Roads which will run parallel to the A1. If traffic from the site does utilise the Local Access Roads then the impacts of the site	

are likely to be minor with the local highway network avoiding passing sensitive receptors and designed to cater for future traffic levels. However If traffic from the site does route to the west via Catterick Lane then it is likely that the site would result in significant impacts with HGVs passing through communities and potentially requiring highway upgrades.



### 4.3 Sites in Harrogate Borough

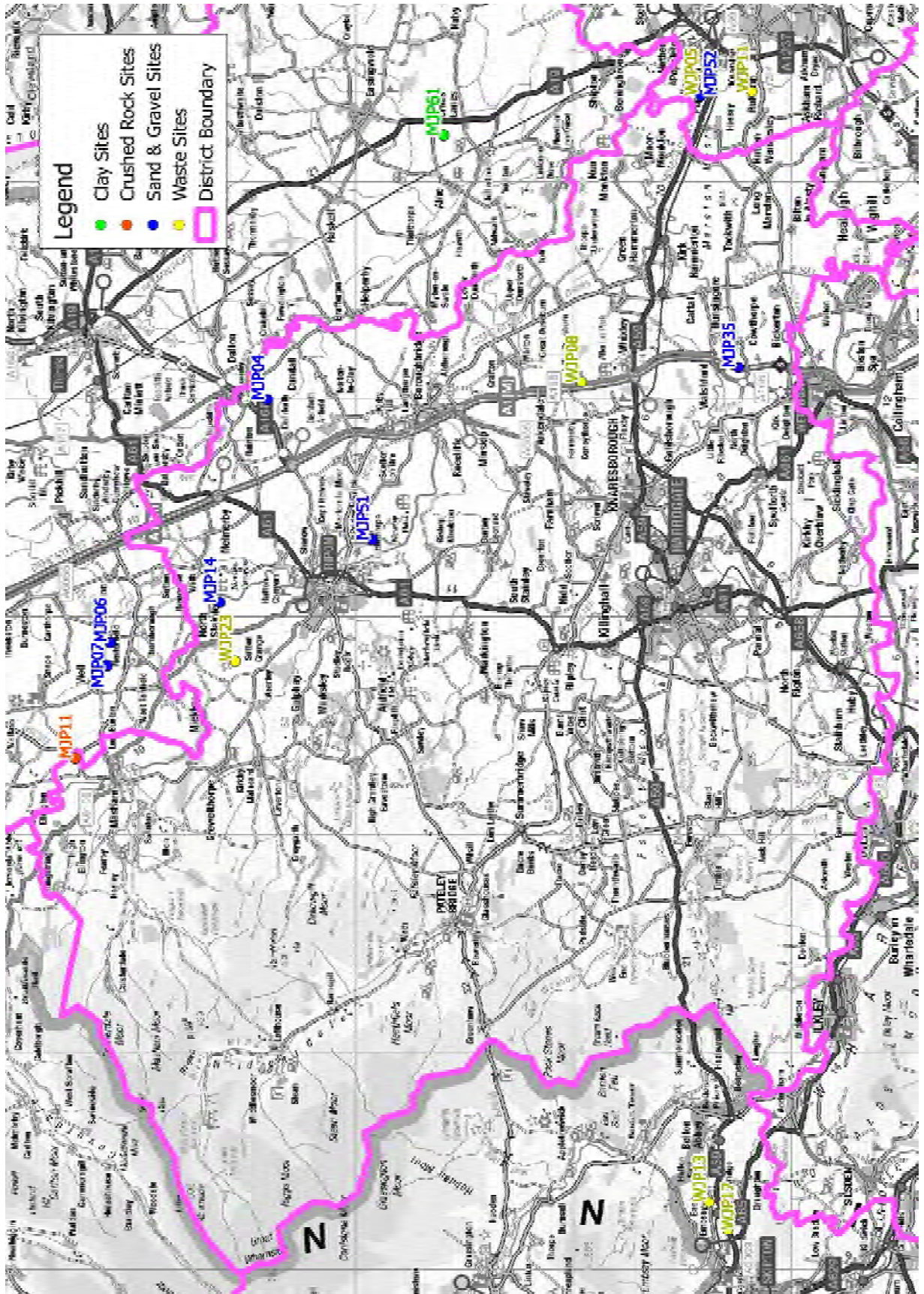
Five mineral sites and two waste sites within Harrogate Borough are currently being considered for inclusion in the joint plan. The sites under consideration are set out in Table 22.

Table 22 Submission Sites in Harrogate Borough

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP04	Aram Grange, Asenby	Extraction of sand and gravel	New quarry site
MJP51	Great Givendale, Ripon	Extraction of sand and gravel	Physical extension to allow continued operation of quarry site
MJP35	Ruddings Farm, Walshford	Extraction of sand and gravel	New quarry site
MJP11	Gebdykes Quarry, near Masham	Extraction of Magnesian limestone	Physical extension to allow continued operation of quarry site
WJP08	Allerton Park, near Knaresborough	Retention of landfill and associated landfill gas utilisation plant and use of site for growth of energy/biomass crops beyond 2018. Proposed composting, transfer station and materials recycling facility, recycling (including of minerals for secondary aggregates)	Retention of existing site with some minor expansion
WJP23	Potgate (former piggery), North Stainley	Recycling of inert construction and demolition waste for secondary aggregates	New recycling site
MJP14	Ripon Quarry, North Stainley (partly in Hambleton District)	Extraction of sand and gravel	Physical extension to allow continued operation of quarry site

The site locations can be seen in Figure 3.

Figure 3 Location of Sites in Harrogate Borough



4.3.1 MJP04 – Aram Grange, Asenby

<b>Site Ref</b>	MJP04	<b>Summary of Changes Proposed</b>	New quarry site
<b>Proposal</b>	Extraction of sand and gravel from a new extraction site	<b>Address</b>	Aram Grange Whaites Lane Asenby Thirsk YO7 3RD
<b>Daily light vehicle trip generations</b>	14	<b>Net change in daily light vehicle trip generations</b>	14
<b>Daily HGV trip generations</b>	100	<b>Net change in daily HGV trip generations</b>	100

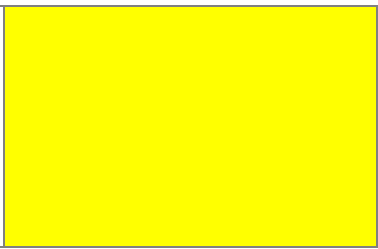
Site MJP04 proposes a new sand and gravel quarry at Asenby to the east of Dishforth. Access to the site would be via Whaites Lane which leads to the A168 trunk road to the north and local communities to the south. It is suggested that a routing restriction is implemented as part of any future planning consents to ensure that HGV movements approach/depart from the north only, as is in place for the nearby Asenby Quarry, to avoid HGV traffic from the site affecting communities to the south. With the routing restriction in place it is thus expected that all HGV trips would approach or depart the site via the junction with the A168 to the south of Asenby.

The distribution of HGV trips for the MJP04 site has been based on a 50km gravity model distribution methodology and is expected to result in an overall draw of approximately 50% of HGV traffic to the East (of which approximately 10% is towards each of Northallerton, Thirsk and Teesside) and 50% of traffic to the west (of which approximately 10% head towards each of Ripon, York and Harrogate). The resultant expected HGV distributions are set out in Figure MJP04 in Appendix C.

The junction of Whaites Lane and the A168 trunk road (which links the A1 to the A19) only provides sliproads to the west, with a 7.5T weight limit in Asenby preventing HGV movements in any other directions. HGVs heading to the east would thus need to initially head west and ‘u-turn’ at the next junction at Dishforth before heading east (with the corresponding manoeuvres also required for inbound movements). Overall it is expected that an average of approximately 50 HGVs a day would need to perform this manoeuvre. Once on the A168 heading east, approximately 5-20 HGV trips a day would be expected to travel to/from each of Thirsk, Northallerton and Teesside which are expected to result in negligible additional traffic impacts. For HGVs heading to/from the west, approximately 5-20 HGVs per day are also expected to travel to/from Harrogate, York, Ripon and South on the A1 which is also expected to result in negligible additional traffic impacts given existing traffic volumes using these links.

The main traffic impacts associated with the MJP04 proposal are thus expected to be on Whaites Lane, the A168 westbound junction south of Asenby and HGVs ‘u-turning’ on the A168 junction at Dishforth. Given the two-way HGV traffic generations of the site (100 HGVs per day), this would result in an average of 5-10 HGVs an hour in each direction on these routes. Discussions with Highways England on this aspect of this site indicate that although the ‘u-turn’ manoeuvre at the Dishforth junction is not desirable, there would not be an objection raised at this planning stage.

<b>Review Summary</b>	<b>Overall Rating</b>
Site MJP04 is expected to generate 100 HGV trips a day. The main traffic impacts of the site are expected to affect Whaites Lane (from which the site is	

<p>accessed), the A168 westbound junction south of Asenby and the A168 junction at Dishforth were HGVs would need to 'u-turn'. It is considered unlikely that the proposal will result in any additional significant traffic impacts although there would be an intensification of HGV movements at the A168 junction which would not be objected to by Highways England at this stage. It is also recommended that a routing agreement is implemented to prevent HGV movements heading south on Whaites Lane near the site access.</p>	
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4.3.2 MJP51 – Great Givendale, Ripon

<b>Site Ref</b>	MJP51	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of sand and gravel as an extension to existing quarry	<b>Address</b>	Great Givendale Great Givendale Track Ripon HG4 5AD
<b>Daily light vehicle trip generations</b>	50	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	158	<b>Net change in daily HGV trip generations</b>	0

Submission MJP51 would effectively allow operations at the Ripon City Quarry to continue with light vehicle and HGV trip generations of the site remaining at present levels. The present operation at the site permits extraction until 2018 with HGV numbers limited to 200 HGV movements a day (planning consent NY/2008/0313/ENV).

Access to the site would be via the existing Ripon City Quarry access with material from the new site brought across the River Ure at a private crossing point.

The existing quarry access fronts onto the B6255 which to the east provides access to the Local Access Roads running parallel to the A1 and subsequently access to the A1 and A168/A19. Access along the B6255 to the east is constrained by the bridge over the River Ure approximately 200m to the east of the site access (which operates a one-way give way system). The B6255 to the west links to Ripon and the A61 Ripon Bypass.

Previous documentation submitted for the Ripon City Quarry site as part of application NY/2008/0313/ENV indicates that approximately 30% of HGV movements are to the east with 70% of movements to the west towards Ripon (of which 25% and 40% are stated to head north and south respectively on the A61 bypass with approximately 5% continuing into Ripon). Historic traffic data from the time of the above indicates traffic flows of approximately 8,000 vehicles a day on the B6255 with HGV traffic accounting for approximately 15% of total volume.

As total traffic and HGV generations of the site would remain the same as the present operations, there would be no additional traffic impacts associated with MJP51, however the 2007 planning application documents identify that the visibility splays at the junction access do not meet standards. It is therefore recommended that highway safety around the site access is reviewed as part of any future planning consent for the continued operation of the site and any mitigation measures developed as required.

<b>Review Summary</b>	<b>Overall Rating</b>
Proposal MJP51 would allow continued operation of the Ripon City Quarry with traffic levels remaining at present levels. It is however recommended that the Personal Injury Collision data around the site access is reviewed as part of any future planning applications owing to visibility splays not meeting highway standards.	

4.3.3 MJP35 – Ruddings Farm, Walshford

<b>Site Ref</b>	MJP35	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of sand and gravel from a new extraction site	<b>Address</b>	Ruddings Farm Wetherby Lane Kirk Deighton LS22 5HR
<b>Daily light vehicle trip generations</b>	10	<b>Net change in daily light vehicle trip generations</b>	10
<b>Daily HGV trip generations</b>	72	<b>Net change in daily HGV trip generations</b>	72

Submission MJP35 is for a new sand and gravel site approximately 3km to the north of Wetherby. The proposed access to the site is unknown at present but stated as likely to be from either the adjacent Wetherby Lane to the south or A168 to the west. The section of Wetherby Lane which the site could be accessed from is subject to a 7.5T weight limit except for loading which is understood to be part of a HGV routing strategy to prevent HGVs passing through the town of Cattal to the east and across a bridge with a 13T weight limit. The site is bisected by the A1 although it is understood that only the part of the site to the west of the A1(M) would be quarried although a suitable buffer zone between the site and the A1(M) will need to be in place.

The distribution of HGV trips for the MJP35 site has been based on a 50km gravity model distribution methodology. From the gravity model it is expected that approximately a third of HGVs from the site would head north, with 10% expected to travel to York and 25% to Harrogate, with the remaining two thirds of traffic expected to head to the south with 10% of traffic heading towards Bradford, 10% towards Wetherby and 40% towards Leeds and the surrounding areas. A plan showing the expected routing of additional HGV traffic from this site can be found in Appendix C.

Traffic data is not available for the A168 but the impact is likely be relatively minor as the route is served by grade-separated junctions within the vicinity of the site and avoids all settlements in the area. Traffic heading to the north of the site is expected to use the A168 and A1 Local Access Roads to reach Junction 47 of the A1. From there approximately 20 HGVs a day are expected to travel towards Harrogate Borough along the A59 to the west with approximately 5 HGVs a day travelling along the A59 towards York. Given the minimal number of additional HGVs from this submission which would use the route and the existing volumes of traffic and HGVs likely to be already on these routes, it is expected that traffic impacts will be minimal.

From the modelling it is expected that the majority of HGV traffic to the south is likely to be drawn towards Leeds and Bradford, equating at to approximately 50 HGVs a day. The routing options show that HGVs could either route around the A1 and M1 or around the A168 Wetherby Bypass and A58. Whilst the A168 Wetherby Bypass is unlikely to result in any significant traffic impacts, the A58 passes directly through a number of settlements including Collingham, Scarcroft and East Rigton. DfT traffic data indicates that the A58 is used by approximately 22,000 vehicles a day with around 420 of these vehicles being HGVs. The addition of up to 30 HGVs a day from the MJP 35 site would thus equate to an increase of approximately 7% which, whilst unlikely to be perceptible, is not desirable given the nature of the route and passing through local communities.

<b>Review Summary</b>	<b>Overall Rating</b>
The traffic impacts of the scheme are likely to be relatively minor on the A168 although the modelling shows a high proportion of vehicles are likely to be drawn towards Leeds and could use the A58 which passes directly through a	

number of communities in West Yorkshire.	
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**4.3.4 MJP11 – Gebdykes Quarry, near Masham**

<b>Site Ref</b>	MJP11	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of Magnesian limestone as proposed extension to existing quarry	<b>Address</b>	Gebdykes Quarry Masham Ripon HG4 3BT
<b>Daily light vehicle trip generations</b>	7	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	48	<b>Net change in daily HGV trip generations</b>	0

Proposal MJP11 would allow the continued operation of the Gebdykes Quarry to the northeast of Masham with light vehicle and HGV trip generations of the overall site remaining as at present. The existing quarry has consent to operate until 2039 with the submission site allowing the quarry to continue operating once current reserves are exhausted.

Vehicle access to the submission site would utilise the existing Gebdykes Quarry access point which fronts onto the B6268, approximately 500m to the north of the junction with the B6267, with the B6267 providing access from the site to the A1 Local Access Road and A1.

Given that the MJP11 proposal would not increase total traffic or HGV movements and the overall HGV generations are relatively moderate, it is considered unlikely that the MJP11 proposal would result in any significant additional transport impacts.

<b>Review Summary</b>	<b>Overall Rating</b>
Proposal to continue existing operations with no increase in HGV or total traffic and unlikely to result in any significant additional transport impacts.	



4.3.5 WJP08 – Allerton Park, near Knaresborough

Site Ref	WJP08	Summary of Changes Proposed	Retention of existing site with some minor expansion
Proposal	Retention of landfill and associated landfill gas utilisation plant and use of site for growth of energy /biomass crops beyond 2018. Proposed composting, transfer station and materials recycling facility, recycling (including of minerals for secondary aggregates)	Address	Allerton Park Allerton Knaresborough HG5 0SB
Daily light vehicle trip generations	8	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	72	Net change in daily HGV trip generations	0
<p>Submission WJP08 is for the retention of the landfill and associated landfill gas utilisation plant and use of site for growth of energy/biomass crops in addition to a proposed composting, transfer station and materials recycling facility. The site processes a large amount of the residual waste from other North Yorkshire waste transfer stations included in this report and currently has planning consent (MIN3286) to operate until 2018 with Section 106 routing agreements also in place.</p> <p>The site would be accessed using the existing Allerton Park access onto the A168 approximately 3km to the north of Junction 47 of the A1(M). Whilst the site is to be expanded, the operator has outlined that this is not expected to increase HGV numbers accessing the site.</p> <p>The HGV access routes to the site are part of a Section 106 legal agreement restricting HGVs to dedicated approach routes to minimise traffic impacts. Given that the traffic and HGV generations of the site are to remain the same, the submission is therefore unlikely to result in any additional traffic impacts although it is recommended that routing agreements are maintained as part of any planning approval to continue operation of the site to minimise traffic impacts on local communities.</p>			
Review Summary			Overall Rating
<p>Traffic impacts are to remain at present levels and are subject of Section 106 routing requirements. The overall traffic impacts of the site are therefore likely to remain as at present although it is recommended that HGV routing restrictions are maintained in any future planning applications to continue operating the site.</p>			

4.3.6 WJP23 – Potgate (former piggery), North Stainley

<b>Site Ref</b>	WJP23	<b>Summary of Changes Proposed</b>	New recycling site
<b>Proposal</b>	Recycling of inert construction and demolition waste for secondary aggregates	<b>Address</b>	Former piggery site Potgate Quarry North Stainley Ripon HG4 3JN
<b>Daily light vehicle trip generations</b>	Up to 23	<b>Net change in daily light vehicle trip generations</b>	Up to 23
<b>Daily HGV trip generations</b>	8	<b>Net change in daily HGV trip generations</b>	8

Submission WJP23 is for a new site to recycle inert construction and demolition waste for secondary aggregates. The site is also included in submission MJP10 which has been discounted from the joint plan although operations at the quarry can continue from a recently consented planning submission (NY/2012/0319/ENV).

For the purposes of this assessment it has been assumed that traffic from this submission site would be additional to the network, however when operational, all or part of the material brought to site may utilise existing HGV trips which would export material from the recently consented adjacent quarry site. Trips have been distributed from the site according to a 20km gravity model which shows that the vast majority of trips from the site are expected to head towards Ripon. A plan showing the expected routing of additional traffic from this site can be found in Appendix C. The site would generate an additional 8 HGVs a day which would access the site via the existing Potgate Quarry access off Water Lane. Water Lane serves as an access road to the quarries surrounding the WJP23 submission site with the planning consent for the quarry requiring all HGVs (except those making local deliveries) to turn right at the eastern extent at the junction with the A6108..

Once on the A6018 the vast majority of HGVs are expected to head towards Ripon where HGV numbers are expected to dissipate further around the town. Given the low levels of HGV and light traffic generated by the site and the recent consent for the adjacent quarry site which involves around 90 HGV movements a day, the traffic impacts associated with submission WJP23 are likely to be negligible.

<b>Review Summary</b>	<b>Overall Rating</b>
Low HGV traffic generations which would use an existing quarry route with all HGVs required to turn right at the junction with the A6108. The traffic impacts associated with this site are thus likely to be negligible.	

4.3.7 MJP14 – Ripon Quarry, North Stainley (partly in Hambleton District)

<b>Site Ref</b>	MJP14	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of sand and gravel as proposed extension to existing quarry	<b>Address</b>	Ripon Quarry North Stainley HG4 3HT
<b>Daily light vehicle trip generations</b>	16	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	80-150	<b>Net change in daily HGV trip generations</b>	0
<p>Submission MJP14 is for the continuation of quarrying at Ripon Quarry with light vehicle and HGV traffic generations remaining at present levels. The site currently has planning consent to operate until the end of 2015 with a planning application (NY/2011/0429/ENV) for expansion to part of the MJP14 submission site currently being considered.</p> <p>The MJP14 submission would maintain the light vehicle and HGV traffic generations of the site at present levels, with all traffic continuing to use the Ripon Quarry access onto the A6108. Traffic data provided as part of the above planning application shows that the A6108 is used by around 3,000 vehicles over a typical 12 hour working day with around 300 HGVs. Given that the traffic impacts associated with the MJP14 submission would remain at present levels and the A6108 is used by a number of other HGVs a day, there are no further traffic impacts are expected.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
Expansion of existing site to allow continued working when present reserves are exhausted. The traffic impacts of the submission are likely to remain at present levels, thus resulting in no overall impact.			

#### 4.4 Sites in Richmondshire District

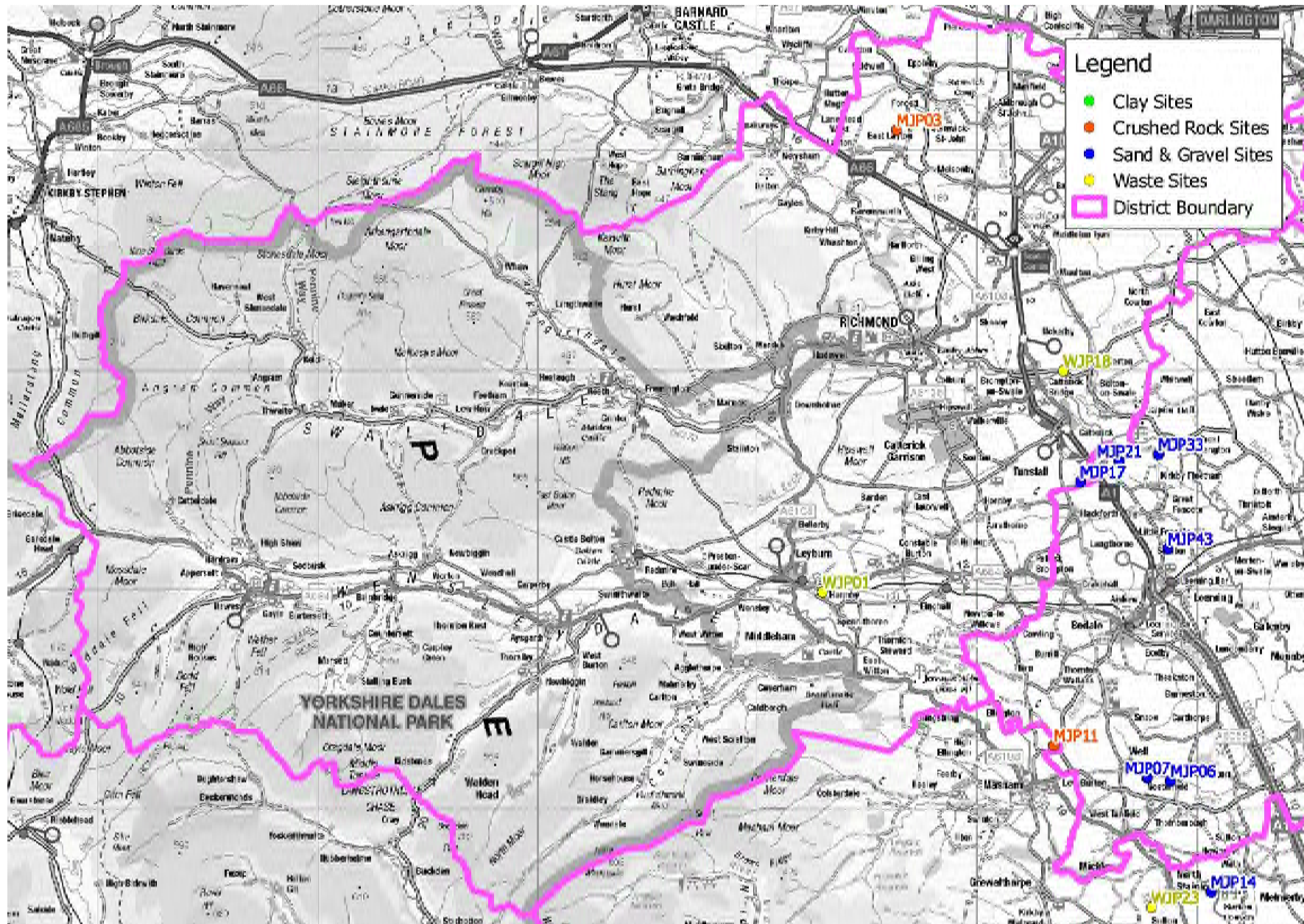
One mineral site and two waste sites within the district of Hambleton are currently being considered for inclusion in the joint plan. The sites under consideration are set out in Table 23.

**Table 23 Submission Sites in Richmondshire District**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP03	Scarborough Field, adjacent to Forcett Quarry	Extraction of Carboniferous limestone	Physical extension to allow continued operation of quarry site
WJP01	Hillcrest, Harmby	Waste Transfer Station (including recycling)	New recycling site
WJP18	Tancred, near Scorton	Landfill, recycling (including treatment, bulking and transfer), open windrow composting	Retention of existing site

The site locations can be seen in Figure 4.

Figure 4 Location of Sites in Richmondshire District



4.4.1 MJP03 - Scarborough Field, adjacent to Forcett Quarry

<b>Site Ref</b>	MJP03	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of Carboniferous limestone as proposed extension to existing quarry	<b>Address</b>	Scarborough Field, adjacent to Forcett Quarry East Layton Richmond DL11 7PH
<b>Daily light vehicle trip generations</b>	20	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	80-110	<b>Net change in daily HGV trip generations</b>	0

Proposal MJP03 would allow the continued operation of the Forcett Quarry to the west of East Layton. The site currently has planning consent for extraction until 2016. Vehicle access to the submission site would utilise the existing Forcett Quarry access and travel via the upgraded Moor Lane access route to the junction with the A66, with a routing agreement currently in place. The junction of Moor Lane with the A66 has previously been identified as a collision ‘blackspot’ and works were completed by Highways England in December 2013 to install right turning lanes as part of a road safety scheme.

As requested by Highways England, Personal Injury Collision data for the junction of Moor Lane and the A66 has been analysed and shows that ten collisions have occurred in the period between 1<sup>st</sup> January 2010 and 31<sup>st</sup> July 2015. Since the road safety scheme was installed in December 2013 there have been a total of four collisions. Whilst one of these collisions involved a driver under the influence of alcohol, the other three collisions involved vehicles pulling out of Moor Lane and the Mainsgill Farm access opposite into the path of oncoming traffic. Given the relatively short period of time that the scheme has been in place, the picture on collisions at the junction is still emerging and Highways England have confirmed that the junction has been constructed to full DMRB standards with no deviations.

The use of the Moor Lane access route for access between the A66 and Forcett Quarry allows site traffic to avoid local settlements and no additional significant impacts are expected. Given that HGV and light vehicle traffic levels are to remain at present levels, it is unlikely that proposal MJP03 would result in any further increases in traffic with the main concern relating to road safety at the junction of Moor Lane and the A66. Highways England has confirmed that as the junction complies with highway standards, the continuation of an existing site would not result in an objection from their perspective. It is however recommended that the Personal Injury Collision data for the A66 junction is reviewed at the time of any future planning application for the site and the routing agreement requiring HGVs to use Moor Lane is also included as a planning condition.

<b>Review Summary</b>	<b>Overall Rating</b>
<p>Proposal to continue existing operations with no increase in HGV or total traffic. The traffic impacts are thus likely to be negligible although the access junction onto the A66 is a known collision ‘blackspot.’ Despite a road safety improvement scheme at the junction onto the A66, Personal Injury Collision data shows collisions have still occurred in this area although the continued operation of the site would not result in an objection from Highways England. Owing to the relatively short period of time the improved A66 - Moor Lane junction has been in place the collision record in this area is still emerging. It is thus recommended that the Personal Injury Collision data for the A66 junction</p>	

is reviewed at the time of any future planning applications to extend the lifespan of the site with the routing agreement requiring HGVs to use Moor Lane also included as a planning condition.	
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**4.4.2 WJP01 – Hillcrest, Harmby**

<b>Site Ref</b>	WJP01	<b>Summary of Changes Proposed</b>	New recycling site
<b>Proposal</b>	Waste Transfer Station (including recycling)	<b>Address</b>	Hillcrest Harmby Main Road Harmby DL8 5PE
<b>Daily light vehicle trip generations</b>	1-2	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	Up to 10	<b>Net change in daily HGV trip generations</b>	0

Submission WJP01 is for the retention of an existing scrap yard and proposed waste transfer building. The site is situated to the north east of Harmby with the site access directly onto the A684. The site would continue to be accessed from the same location.

The proposer of the site has identified that the new waste transfer station would not result in any additional traffic movements. Given the small scale of the site and the low light vehicle and HGV traffic generations of the site, it is unlikely that submission WJP01 would result in any adverse traffic impacts although it is likely that the access to the site will need to be improved.

<b>Review Summary</b>	<b>Overall Rating</b>
Small scale site unlikely to result in any traffic impacts although access to the site is likely to need improving.	

4.4.3 WJP18 – Tancred, near Scorton

Site Ref	WJP18	Summary of Changes Proposed	Retention of existing site
<b>Proposal</b>	Proposed retention of landfill, recycling (including treatment, bulking and transfer) and open windrow composting facilities	<b>Address</b>	Tancred Landfill and Recycling Facility Brompton Road Scorton Richmond
<b>Daily light vehicle trip generations</b>	20	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	218	<b>Net change in daily HGV trip generations</b>	0
<p>Submission WJP18 is for the retention of landfill, recycling and open window composting facilities at the Tancred Landfill and Recycling Facility in Scorton. The site currently has planning consent to operate until 2025 with the submission looking to extend the operation of the site for a further beyond the lifespan of the joint plan.</p> <p>The site is accessed directly from the B6271 with planning documents (MIN3995) previously outlining that the site is served by up to 89 refuse vehicles a day delivering waste and up to 20 vehicles a day exporting waste. To minimise traffic impacts, HGVs exporting waste are required to route to the west and along the A6136 to travel to and from the A1.</p> <p>The traffic generations of the WJP18 submission site would remain at present levels. The route to access the site from the east requires vehicles to pass through Scorton although only lighter refuse collection vehicles are permitted to route to the site from this direction, thus limiting the impact.</p> <p>Given that the site the site has been established for some period of time and that the traffic and HGV traffic generations of the site would remain at present levels, the WJP18 is expected to have no overall additional traffic impact. It is however recommended that the existing mitigation measures on HGV routing are retained as part of a renewed planning consent for the site.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
Existing site looking to continue operations with existing light vehicle and HGV trip generations. Given existing mitigation measures in place it is not expected that the WJP18 submission will result in any additional traffic impacts although it is recommended that routing restrictions are retained as part of a future planning consent.			



## 4.5 Sites in Ryedale District

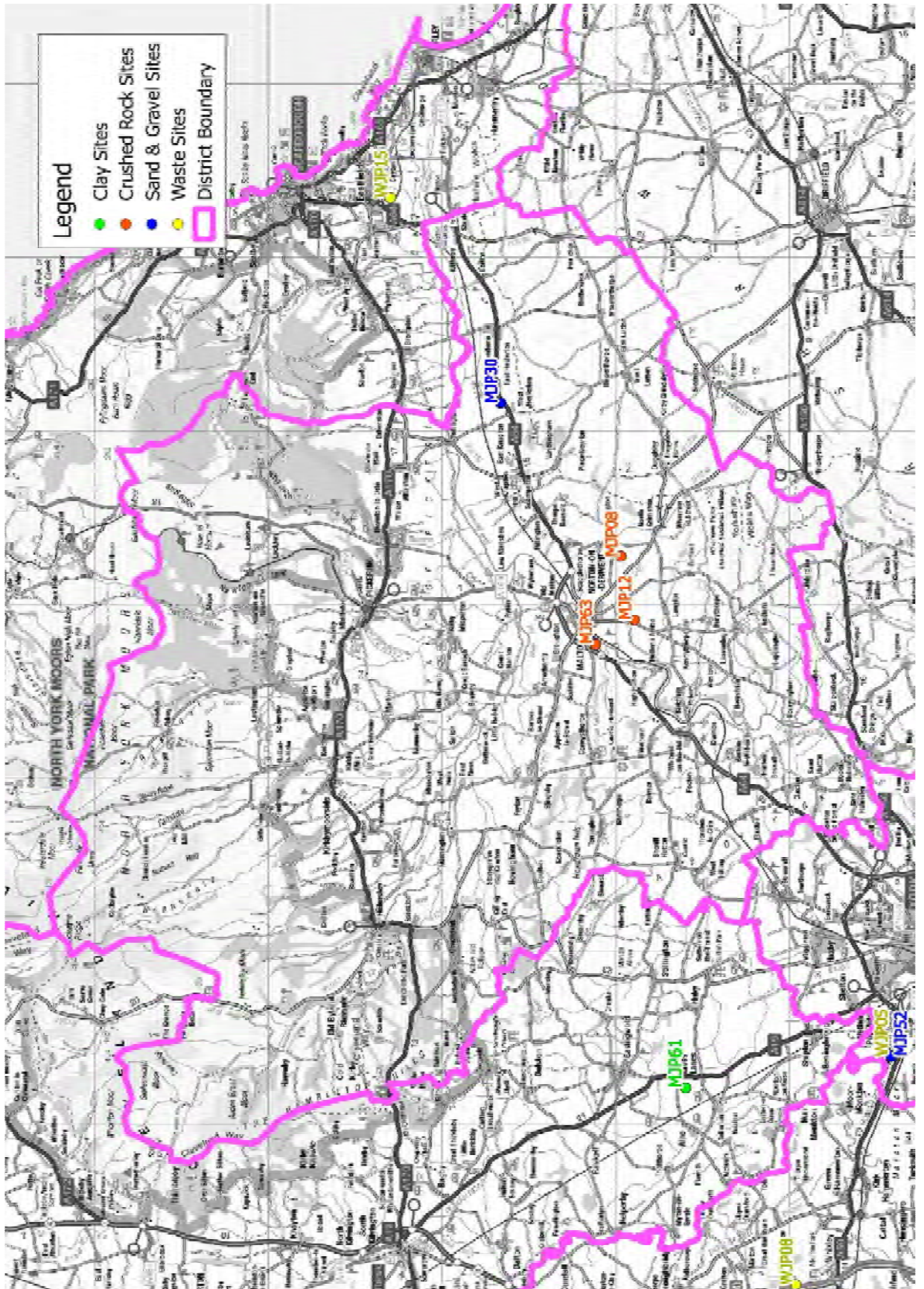
Five mineral sites within the district of Ryedale are currently being considered for inclusion in the joint plan. The sites under consideration are set out in Table 24.

**Table 24 Submission Sites in Ryedale District**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP08	Settrington Quarry	Extraction of Jurassic limestone	Physical extension to allow continued operation of quarry site
MJP12	Whitewall Quarry, near Norton	Extraction of Jurassic limestone	Physical extension to allow continued operation of quarry site
MJP30	West Heselton Quarry	Extraction of sand	Physical extension to allow continued operation of quarry site
MJP63	Brows Quarry, Malton	Extraction of Building Stone	Extension to former quarry
MJP13	Whitewall Quarry near Norton (recycling)	Enlarged area for recycling of inert waste	Retention of existing site

The site locations can be seen in Figure 5.

Figure 5 Location of Sites in Ryedale District



4.5.1 MJP08 – Settrington Quarry

<b>Site Ref</b>	MJP08	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of Jurassic limestone as proposed extension to existing quarry and importation of soils for use in restoration	<b>Address</b>	Settrington Quarry Settrington Malton North Yorkshire YO17 8NX
<b>Daily light vehicle trip generations</b>	24	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	Typically 36, maximum of 44	<b>Net change in daily HGV trip generations</b>	0
<p>MJP08 would provide an extension of the existing Settrington Quarry to allow continued operation beyond currently consented reserves. The site currently has planning consent to operate until 2042. Vehicle access to the submission site would utilise the existing Settrington Quarry access with overall HGV and total traffic generations remaining at present levels.</p> <p>The likely routing to the Strategic Road Network (A64) does however require quarry traffic to route through the centre of Norton and Malton. The likely future implementation of restrictions preventing HGVs from passing through the centre of Malton is therefore likely to require HGVs from the site to continue along the B1248 to the eastern A64 junction. This will involve additional HGV traffic passing through the centre of Norton which would involve passing a number of sensitive receptors including residences fronting onto the B1248, a care home and retail and employment sites. Existing traffic volumes along the B1248 are unknown at present and are likely to change with the implementation of HGV restrictions in Malton.</p> <p>Assuming HGV trip generations are spread evenly across the working day, the MJP08 submission would typically result in an additional 4-5 HGVs per hour passing through Norton. This is unlikely to be perceptible when considered as a standalone site and as the site is operational, trip generations from the site would be included when examining the effects of the future HGV restriction.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
<p>The light vehicle and HGV generations of the site will remain as at present although likely future HGV restrictions in Malton are likely to require HGVs to travel through the centre of Norton, passing a number of sensitive receptors although the additional traffic relating to the MJP08 submission site is unlikely to be perceptible.</p>			

4.5.2 MJP12 – Whitewall Quarry, near Norton

<b>Site Ref</b>	MJP12	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of Jurassic limestone as proposed extension to existing quarry	<b>Address</b>	Whitewall Quarry Welham Road Norton YO17 9EH
<b>Daily light vehicle trip generations</b>	46	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	50	<b>Net change in daily HGV trip generations</b>	0

MJP12 would provide an extension of the existing Whitewall Quarry to allow continued operation beyond currently consented reserves. The site currently has planning consent to operate until 2023. Vehicle access to the submission site would utilise the existing Whitewall Quarry access with overall HGV and total traffic generations remaining at present levels.

The likely routing to the Strategic Road Network (A64) does however require quarry traffic to route through the centre of Norton and Malton. The likely future implementation of restrictions preventing HGVs from passing through the centre of Malton is therefore likely to require HGVs from the site to continue along the B1248 to the eastern A64 junction. This will involve additional HGV traffic passing through the centre of Norton which would involve passing a number of sensitive receptors including residences fronting onto the B1248, a care home and retail and employment sites. Existing traffic volumes along the B1248 are unknown at present and are likely to change with the implementation of HGV restrictions in Malton.

Assuming HGV trip generations are spread evenly across the working day, the MJP08 submission would typically result in an additional 5-6 HGVs per hour passing through Norton. This is unlikely to be perceptible when considered as a standalone site and as the site is operational, trip generations from the site would be included when examining the effects of the future HGV restriction.

<b>Review Summary</b>	<b>Overall Rating</b>
The light vehicle and HGV generations of the site will remain as at present although likely future HGV restrictions in Malton are likely to require HGVs to travel through the centre of Norton, passing a number of sensitive receptors although the additional traffic relating to the MJP12 submission site is unlikely to be perceptible.	

4.5.3 MJP30 – West Heslerton Quarry

<b>Site Ref</b>	MJP30	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of sand as proposed extension to existing quarry	<b>Address</b>	Sandsfield Scarborough Road West Heslerton YO17 8RH
<b>Daily light vehicle trip generations</b>	10	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	14	<b>Net change in daily HGV trip generations</b>	0

Proposal MJP30 would provide an extension to the existing West Heslerton Quarry to allow continued operation for an additional year at the existing output capacity. The current site has planning consent until 2020.

Vehicle access to the submission site would utilise the existing West Heslerton Quarry access onto the A64 with overall HGV and total traffic generations remaining at present levels.

As the site fronts onto the A64 trunk road, the Personal Injury Collision data around the access point has been examined, as requested by Highways England. Collision data for the latest five year period shows there to have been two collisions along this section of the A64 resulting in one serious and one slight injury. From the accompanying descriptions, both collisions are reportedly ‘shunt’ type collisions of vehicles travelling in the same direction with no indications of any collisions involving vehicles either accessing or egressing the site.

The MJP30 proposal looks to extend the operation of the site for an additional one year after 2016 with the total traffic and HGV trip generations from the site remaining at the existing low levels. Highways England have confirmed that there would be no objections in principle to the continuing operation of the site until 2017 with existing traffic and HGV generations

It is thus considered that the traffic and transport impacts associated with the MJP30 proposal are low and are unlikely to result in any additional significant traffic impacts.

<b>Review Summary</b>	<b>Overall Rating</b>
<p>The light vehicle and HGV generations of the site will remain as at present and a review of the personal injury collision data shows there to have been no reported collisions connected with traffic turning into and out of the site.</p> <p>Given the low traffic and HGV generation of the site which remain at present levels, the traffic impact of the site is thus limited and Highways England have confirmed that they would have no objection in principal to the continued use of the site.</p>	

4.5.4 MJP63 – Brows Quarry, Malton

<b>Site Ref</b>	MJP63	<b>Summary of Changes Proposed</b>	Extension to former quarry
<b>Proposal</b>	Extraction of building stone from part of a former quarry and a proposed extension to the quarry	<b>Address</b>	Brows Quarry York Road Malton
<b>Daily light vehicle trip generations</b>	4	<b>Net change in daily light vehicle trip generations</b>	4
<b>Daily HGV trip generations</b>	0	<b>Net change in daily HGV trip generations</b>	0

Proposal MJP63 would look to reopen a former quarry for small scale extraction of building stone. The site would generate a negligible quantity of additional traffic (4 light vehicles a day with all stone quarried transport by vehicles of up to 7T) and thus the additional traffic impacts are expected to be negligible.

The site would be served by a new access from the B1248 and it is likely that the only major transportation barrier to the site is being able to form a safe point of access. Planning consent (NY/2007/0293/FUL) was previously granted in 2009 for the site and has since lapsed but established the principle of being able to provide to the site from the B1248 and it is likely that any future access to the site will be able to follow the same principles. Given the negligible additional traffic which the site would generate, the traffic impacts associated with submission site MJP63 are expected to be negligible subject to achieving a safe means of access.

<b>Review Summary</b>	<b>Overall Rating</b>
The submission site is likely to have a negligible additional traffic impact and it is envisaged that the only major transportation barrier to the site is potentially being able to form a safe point of access although this has been established previously.	

4.5.5 MJP13 – Whitewall Quarry near Norton (recycling)

Site Ref	MJP13	Summary of Changes Proposed	Retention of existing site
Proposal	Expansion to area used for recycling of construction, demolition and soil waste for secondary aggregates within existing quarry void	Address	Whitewall Quarry Welham Road Norton YO17 9EH
Daily light vehicle trip generations	No additional vehicles to those of MJP12	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	No additional vehicles to those of MJP12	Net change in daily HGV trip generations	0
<p>MJP13 would provide an extension to the area of the existing recycling facility at Whitewall Quarry to allow continued operation of the facility which currently has planning consent related to the life of extraction at the site which is the subject of submission MJP12.</p> <p>Vehicle access to the submission site would utilise the existing Whitewall Quarry access although overall HGV and total traffic generations would remain at present levels as material would be brought to the site by backhauling from HGVs exporting material from the site as part of submission MJP12.</p> <p>As with the review of submission MJP12, the likely routing to the Strategic Road Network (A64) does however require quarry traffic to route through the centre of Norton and Malton. The likely future implementation of restrictions preventing HGVs from passing through the centre of Malton is therefore likely to require HGVs from the site to continue along the B1248 to the eastern A64 junction. This will involve additional HGV traffic passing through the centre of Norton which would involve passing a number of sensitive receptors including residences fronting onto the B1248, a care home and retail and employment sites. Existing traffic volumes along the B1248 are unknown at present and are likely to change with the implementation of HGV restrictions in Malton.</p> <p>As the HGV trips associated with submission MJP13 are the backhauling of HGV trips otherwise associated with submission MJP12, there are no traffic impacts associated with the site although as for submission MJP13, although additional HGV traffic will need to pass through the centre of Norton.</p>			
Review Summary			Overall Rating
<p>The light vehicle and HGV generations of the site will remain as at present and uses the inbound HGV movements delivering material as part of proposal MJP12. However the likely routing for a large proportion of the quarry movements will require HGVs to pass through the centre of Norton.</p>			

#### 4.6 Sites in Scarborough Borough

One waste site within Scarborough Borough is currently being considered for inclusion in the joint plan. The site under consideration is set out in Table 25.

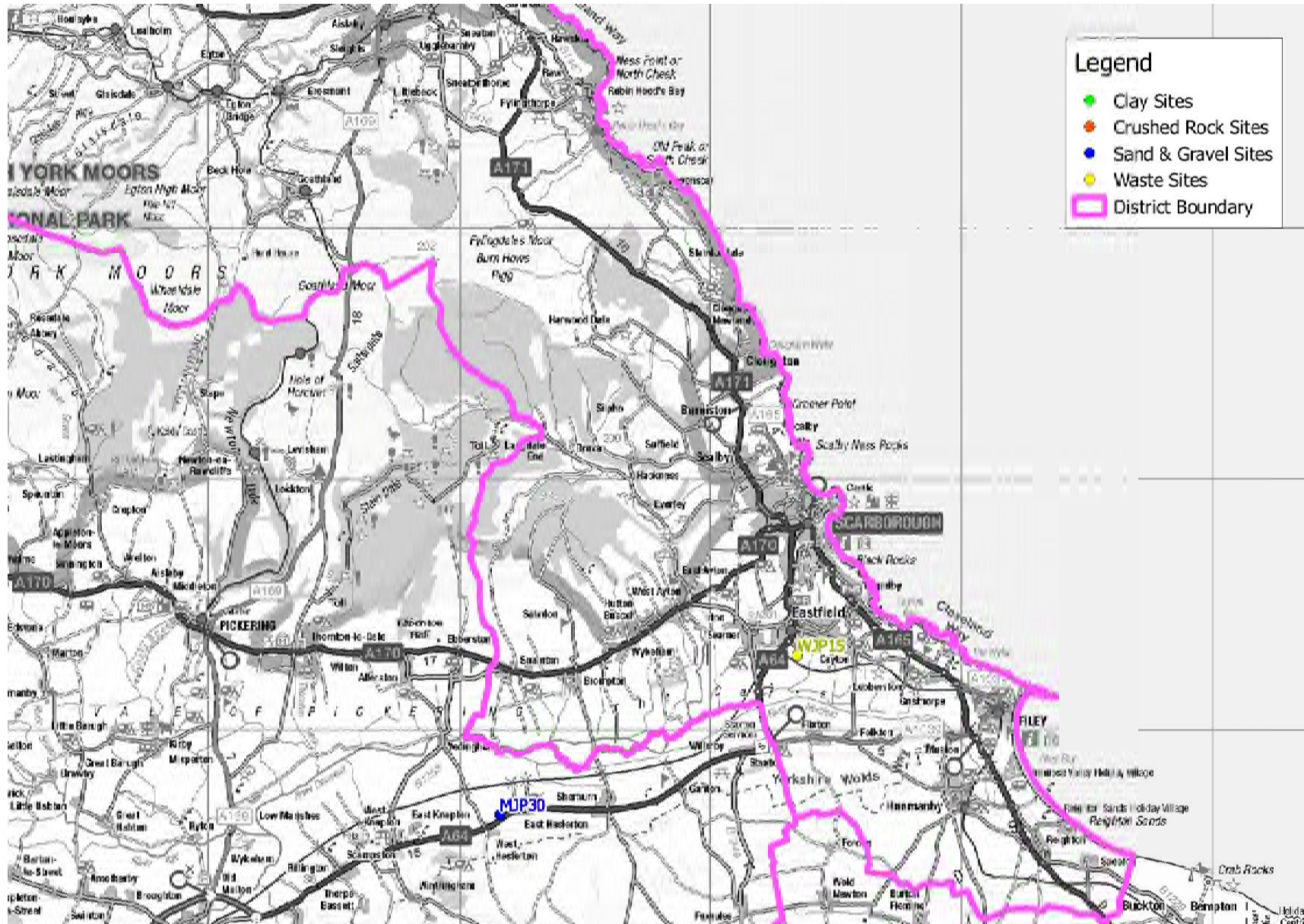
**Table 25 Submission Sites in Scarborough Borough**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
WJP15	Seamer Carr, Eastfield, Scarborough	Retention of existing recycling (including treatment, bulking and transfer), open windrow composting, and energy from waste (biomass) facilities beyond end of current planning permissions which are limited to 2020 and new inert waste screening facility	Retention of existing site with some minor expansion

The site locations can be seen in Figure 6.



Figure 6 Location of Sites in Scarborough Borough



4.6.1 WJP15 – Seamer Carr, Eastfield, Scarborough

Site Ref	WJP15	Summary of Changes Proposed	Retention of existing site with some minor expansion
<b>Proposal</b>	Retention of existing recycling (including treatment, bulking and transfer), open windrow composting, and energy from waste (biomass) facilities beyond end of current planning permissions which are currently limited to 2020 and new inert waste screening facility	<b>Address</b>	Seamer Carr Dunslow Road Eastfield Scarborough YO12 4QA
<b>Daily light vehicle trip generations</b>	32	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	124-164	<b>Net change in daily HGV trip generations</b>	0
<p>Submission WJP15 is for the retention of the Seamer Carr waste site with an additional inert waste screen facility. The waste transfer facility at the Seamer Carr site has planning consent until 2020. The current traffic generations of the site are approximately 32 two-way light vehicle trips per day with approximately 124-164 HGV movements per day with the new inert waste screening facility not expected to generate any additional traffic.</p> <p>The site is accessed via Dunslow Road with HGVs exporting waste required to route to the A64. Given that the traffic associated with the site would remain at present levels and the access roads leading to the site are newly constructed and designed for future traffic volumes, it is expected that the traffic impacts of the site will be minimal and no significant impacts are expected.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
Traffic impacts of site would remain at present levels and are expected to be accommodated on the local highway network.			

### 4.7 Sites in Selby District

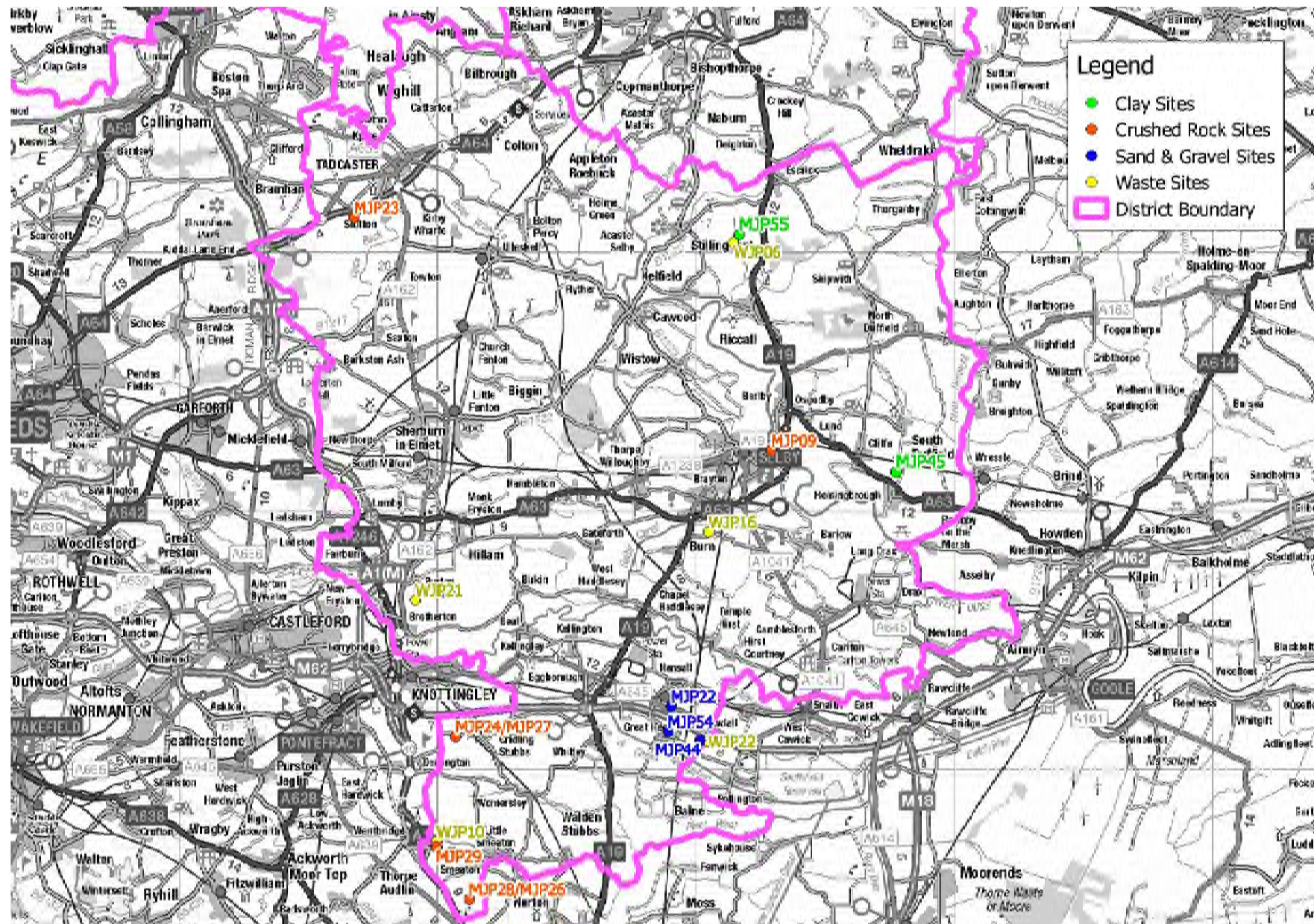
12 mineral sites and five waste sites within the district of Hambleton are currently being considered for inclusion in the joint plan. The sites under consideration are set out in Table 26.

**Table 26 Submission Sites in Selby District**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP45	Land to north of Hemingbrough	Extraction of clay	Physical extension to allow continued operation of quarry site
MJP55	Land adjacent to former Escrick Brickworks	Extraction of clay	Extension to former quarry
MJP28	Barnsdale Bar Quarry, Kirk Smeaton	Extraction of Magnesian limestone	Physical extension to allow continued operation of quarry site
MJP29	Went Edge Quarry, Kirk Smeaton	Extraction of Magnesian limestone	Physical extension to allow continued operation of quarry site
MJP23	Jackdaw Crag, Shutton	Extraction of Magnesian limestone	Physical extension to allow continued operation of quarry site
MJP22	Hensall Quarry	Extraction of sand	Physical extension to allow continued operation of quarry site
MJP44	Land between Plasmor Block making plant, Great Heck and Pollington Airfield	Extraction of sand	Extension to former quarry
MJP54	Mill Balk Quarry, Great Heck	Extraction of sand	Extension to former quarry
MJP09	Barlby Road, Selby	Rail and road freight distribution facility including handling facility for aggregates	Retention of existing site
MJP24	Darrington Quarry processing plant site and haul road	Retention of plant site and haul road for processing of Magnesian limestone	Physical extension to allow continued operation of quarry site
MJP27	Darrington Quarry (recycling)	Recycling of inert waste	New site
MJP26	Barnsdale Bar, near Kirk Smeaton (recycling)	Recycling of inert waste	New site
WJP10	Went Edge Quarry Recycling, near Kirk Smeaton	Recycling of construction and demolition waste for secondary aggregate	New site
WJP16	Common Lane, Burn	Bulking and transfer of municipal and commercial waste	Retention of existing site
WJP06	Land adjacent to former Escrick brickworks, Escrick	Landfill of inert waste for restoration of extraction site	Retention of existing site
WJP21	Brotherton Quarry, Burton Salmon	Import of inert waste for restoration purposes	Continuation of existing operations at Brotherton Quarry
WJP22	Land on former Pollington Airfield	Import of wood for wood pellet production; Modification to biomass plant permission (reduction to throughput and output); Additional infrastructure associated with wood processing	Expansion of recycling site

The site locations can be seen in Figure 7.

Figure 7 Location of Sites in Selby District



4.7.1 MJP45 – Land to north of Hemingbrough

<b>Site Ref</b>	MJP45	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of clay as proposed extensions to existing quarry	<b>Address</b>	Land adjacent to former Hemingbrough brickworks Hull Road Hemingbrough
<b>Daily light vehicle trip generations</b>	16	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	100	<b>Net change in daily HGV trip generations</b>	0

Proposal MJP45 would provide an extension of the existing Hemingbrough clay quarry with overall HGV and total traffic generations remaining at present levels. A planning application (NY/2015/0058/ENV) for part of the site is presently being determined and if approved would include the construction of a new point of access onto the A63 for HGV movements with the existing access off the A63 via a crossroads junction just used for light vehicle traffic.

All HGV traffic from the site would travel to and from the Plasmor Brickworks at Heck approximately 25km from the site by road. The planning application outlines that the applicant would continue to follow the HGV routing agreement whereby HGVs turn right out of the site onto the A63 and use the A63 Selby Bypass and A19 via Eggborough to reach the Plasmor Brickworks.

The route bypasses the majority of settlements and has only limited frontage access. Data provided by the applicant indicates that traffic flows along the A63 are typically in the region of 9,000 vehicles a day, with HGVs accounting for around 11% of traffic. Subject to achieving a satisfactory point of access for HGVs, the traffic generations from the site would remain at present levels and the routing agreement would ensure HGV impacts are minimised. It is thus likely that the traffic impacts of the site would remain as at present or potentially improve on the present situation with the revised point of access removing traffic from Hemingbrough.

<b>Review Summary</b>	<b>Overall Rating</b>
Traffic impacts of site would remain as at present with a new access to be provided if a planning consent is approved. Subject to the safe provision of a new access and the continuation of the routing agreement, it is likely that the traffic impacts of the site will remain at present levels and will represent an improvement on the present situation.	

**4.7.2 MJP55 – Land adjacent to former Escrick Brickworks**

Site Ref	MJP55	Summary of Changes Proposed	Extension to former quarry
Proposal	Extraction of clay as extensions to a former quarry	Address	Land adjacent to former Escrick Brickworks Escrick YO19 6ED
Daily light vehicle trip generations	10	Net change in daily light vehicle trip generations	10
Daily HGV trip generations	50	Net change in daily HGV trip generations	50

Proposal MJP55 would reopen a former clay quarry located to the west of the Escrick Business Park. The site is not currently operational and thus the 10 light vehicle trips and 50 HGV trips per day would be additional to the network. The site would only be brought forward following the exhaustion of supplies at site MJP45 at Hemingbrough, with all material quarried from both sites likely to go to the Plasmor brickworks at Heck.

The MJP55 site would be accessed via the U722 unclassified road which also serves Escrick Business Park and leads directly onto the A19. The U722 passes in close proximity to the Escrick Business Park and mitigation measures are likely to be required to limit impacts from passing HGV traffic such as noise and dust and removing conflicts with pedestrians and road users at the business park. The extraction site is also bisected by the Trans Pennine Trail and mitigation measures are also likely to be required to remove conflict between path users and plant vehicles on site.

The route from the MJP55 site to the Plasmor brickworks at Heck is likely to be via the A19 to the south, before joining the route from the previous MJP45 Hemingbrough site at the junction with the A63 and utilising the Selby Bypass, re-joining the A19 and approaching the Plasmor site via Eggborough. As the MJP55 site would only be reopened following the closure of the workings at the Hemingbrough MJP45 submission site (which is already operational), the only net increase in HGV movements from the MJP55 site would be along the A19 from the south of the site to the junction with the A63 where existing route from the MJP45 site would be met. A plan showing the expected routing of additional traffic from this site can be found in Appendix C.

Traffic data shows that approximately 14,000 vehicles typically pass along the A19 each day, with HGVs accounting for approximately 14% of these vehicles and the route bypassing all settlements in this area. It is thus unlikely that the reopening of the MJP55 submission site would lead to any significant impacts on the A19 and impacts are likely to be limited to a local level with HGVs passing the adjacent Business Park.

Review Summary	Overall Rating
Unlikely to result in any significant traffic impacts but mitigation measures likely to be required on the U722 site access road as the HGV route would pass the Escrick Business Park and the site would bisect the Trans Pennine Trail.	

4.7.3 MJP28 – Barnsdale Bar Quarry, Kirk Smeaton

<b>Site Ref</b>	MJP28	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of Magnesian limestone as proposed extensions to existing quarry	<b>Address</b>	Barnsdale Bar Quarry Long Lane Kirk Smeaton WF8 3JX
<b>Daily light vehicle trip generations</b>	18	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	56	<b>Net change in daily HGV trip generations</b>	0

Proposal MJP28 would allow the continuation of operations at the Barnsdale Bar Quarry, situated approximately 3km to the east of Upton. The site is also the subject of submission MJP26 for the recycling of inert waste to produce secondary aggregate. The extraction of limestone from the site currently has planning consent until 2022 and a Section 106 agreement is in place requiring all HGVs to access the site via Woodfield Road to the west (from the direction of the A1).

The HGV and light vehicle trip generations of the MJP28 proposal would remain at present levels and access would continue to be via Long Lane, turning right onto Woodfield Road and accessing the A1 and A639. A planning application (NY/2014/0393/ENV) is presently being determined for the site although the latest known response from NYCC Highways raises concerns about visibility at the Long Lane- Woodfield Road junction with mitigation actions potentially required.

Owing to the proximity of the site to the Highways England network, the traffic data from the latest 5 year period has been reviewed for the route between Woodfield Road and the A1 slip roads. Review of the data shows there have been a total of 34 reported collisions three of which resulted in a serious injury, 31 resulted in a slight injury and no reported fatal collisions. From the collision descriptions provided, the largest proportion of collisions are ‘shunt’ type collisions with vehicles behind failing to stop in time. Of the collisions only four involve a HGVs over 7.5T with these reportedly being due to another vehicle losing control in the opposing carriageway and colliding with the HGV travelling in the opposite direction, colliding with another vehicle when swerving to avoid stationary traffic, a bus failing to see a HGV leaving the A1 northbound off-slip and a further HGV pulling into another vehicle to let a further vehicle join from the on-slip.

The A1 in this area is identified in the Highways England London to Leeds (East) routing strategy as presently suffering from capacity constraints and being of poor design standard. There is however a committed scheme for improvements between Redhouse and Darrington which should alleviate congestion issues in this area.

Given the relatively low traffic generations of the site and that these are presently on the network, it is unlikely that there will be any traffic impacts associated with the MJP28 proposal. It is however recommended that the existing routing agreement is continued should planning consent be granted for the current submission.

<b>Review Summary</b>	<b>Overall Rating</b>
Unlikely to result in any significant traffic impacts but it is recommended that mitigation measures currently in place are continued if the planning application currently being considered is approved.	

4.7.4 MJP29 – Went Edge Quarry, Kirk Smeaton

Site Ref	MJP29	Summary of Changes Proposed	Physical extension to allow continued operation of quarry site
Proposal	Extraction of Magnesian limestone as proposed extension to existing quarry	Address	Went Edge Quarry Went Edge Road Kirk Smeaton WF8 3JS
Daily light vehicle trip generations	6	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	100	Net change in daily HGV trip generations	0
<p>Submission MJP29 is for the continuation of operations at Went Edge Quarry, situated approximately 2km to the west of Kirk Smeaton. The HGV and light vehicle trip generations of the site would remain at present levels and access would continue to be via the existing Went Edge Quarry with Went Edge Road, situated approximately 300m to the east of the junction with the A1. A planning application (NY/2014/0113/ENV) is presently being determined for the site with the latest known response from NYCC Highways raising concerns on highway maintenance and signage. The site is also the subject of submission WJP10.</p> <p>Owing to the proximity of the site to the Highways England network, the traffic data from the latest 5 year period has been reviewed for the route between Woodfield Road and the A1 slip roads. Review of the data shows that only one collision has taken place in the reviewed period. The collision occurred on Went Edge Road and was reportedly caused by a car performing a ‘u-turn’ and colliding with an oncoming car. There are no reports of any HGVs being involved in this incident.</p> <p>The A1 in this area is identified in the Highways England London to Leeds (East) routing strategy as presently suffering from capacity constraints and being of poor design standard. There is however a committed scheme for improvements between Redhouse and Darrington which should alleviate congestion issues in this area.</p> <p>Given that the trip generations of the overall site would remain at similar levels to present with the development in place, it is unlikely that there will be any traffic impacts associated with the MJP28 proposal although, as noted previously, minor mitigation measures relating to highway maintenance and signage are likely to be required.</p>			
Review Summary			Overall Rating
<p>Unlikely to result in any significant traffic impacts but mitigation measures required regarding highway maintenance and signage from comments by NYCC on current planning application.</p>			



4.7.5 MJP23 – Jackdaw Crag, Sutton

<b>Site Ref</b>	MJP23	<b>Summary of Changes Proposed</b>	Physical extension to allow continued operation of quarry site
<b>Proposal</b>	Extraction of Magnesian limestone as proposed extensions to existing quarry	<b>Address</b>	Jackdaw Crag Quarry Moor Lane Stutton Tadcaster LS24 9BE
<b>Daily light vehicle trip generations</b>	6	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	90-334	<b>Net change in daily HGV trip generations</b>	0

Submission MJP23 is for the continuation of operations at Jackdaw Crag Quarry, approximately 2km to the south east of Tadcaster. Planning consent for the operation of the quarry expired in 2014 and a planning application (NY/2009/0523/ENV) to extend this period is currently awaiting determination. From the latest known comments on the planning application made by NYCC Highways, issues have been raised relating to the visibility at the site access and accommodating HGV parking within the site curtilage. Highways England has offered no objection to the planning proposal.

The site is currently subject to a routing restriction which requires all HGVs to approach and depart from the site by turning left out of the site, left on Garnet Lane and existing onto the A659 at the crossroads junction opposite the grounds of Tadcaster Grammar School. Once on the A659 westbound traffic can continue to join the A64 and subsequently Junction 44 of the A1M whilst eastbound traffic would need to pass through the centre of Tadcaster and onto the A64.

As part of the current planning application for the site an updated Transport EIA chapter was submitted in 2014. The chapter outlines that approximately 50% of traffic from the site is expected to travel westbound on the A659 and onto the A64 and A1 with 50% travelling westbound through Tadcaster. According to traffic data provided in the updated EIA, HGV traffic related to the quarry accounts for 6.2-12.7% of all traffic on the A659 at York Road and Leeds Road respectively.

The impacts of site traffic heading west is expected to be negligible although HGVs heading east do need to pass through Tadcaster town centre with the route including residences, employment and retail premises fronting onto the highway. The traffic impact is however not expected to increase from current levels as part of submission MJP23 and traffic impacts are thus expected to remain similar.

<b>Review Summary</b>	<b>Overall Rating</b>
Pending any further comments by NYCC Highways on the current planning application, it is understood that there are concerns relating to visibility at the site entrance and HGV parking with appropriate mitigation measures required. Traffic heading east from the site does need to pass through the centre of Tadcaster however the volume of HGVs making this movement is not expected to change and thus the traffic impacts as the site are expected to remain similar.	

4.7.6 MJP22 – Hensall Quarry

Site Ref	MJP22	Summary of Changes Proposed	Physical extension to allow continued operation of quarry site
Proposal	Extraction of sand as proposed extension to existing quarry	Address	Hensall Quarry Heck Lane Hensall DN14 0QE
Daily light vehicle trip generations	2-4	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	24-29	Net change in daily HGV trip generations	0
<p>Proposal MJP22 would look to continue the extraction of sand from Hensall Quarry with light traffic and HGV movements remaining at present levels. Access to the site would continue to be via the existing Hensall Quarry access onto New Road with onwards access to the A645. A planning application (NY/2012/0317/73) indicates that approximately 80% of HGVs approach/depart to the west on the A645 towards Junction 34 of the M62, with approximately 20% of HGVs heading to/from the East towards destinations such as West Cowick and Goole.</p> <p>Information provided by the applicant in the Transport Statement for the 2012 planning application shows there to be around 4,000 vehicles a day using the A645, of which approximately 850 were HGVs. Assuming the directional splits of HGVs remain as per the Transport Statement, the western route would be utilised by around 25 HGVs a day, with the route bypassing the majority of settlements and as HGVs associated with the site are already on the network it is unlikely this will result in any additional traffic impacts. The eastern route does pass through the settlement of West Cowick although usage of this route is expected to be only around 5 HGVs a day and forms a relatively small proportion of overall HGV traffic on this route.</p>			
Review Summary			Overall Rating
<p>Proposal would allow site to remain operational with traffic and HGV generations remaining at present levels. Previous planning submissions show that the majority of HGVs approach/depart to the West, the route for which avoids any settlements, and it is likely that traffic impact associated with MJP22 would be minimal.</p>			

4.7.7 MJP44 – Land between Plasmor Block making plant, Great Heck and Pollington Airfield

<b>Site Ref</b>	MJP44	<b>Summary of Changes Proposed</b>	Extension to former quarry
<b>Proposal</b>	Extraction of sand from proposed new extraction site adjacent to former quarry	<b>Address</b>	Land between Plasmor Heck Block making Plant and Pollington Airfield, Pollington Lane, Heck
<b>Daily light vehicle trip generations</b>	0	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	0	<b>Net change in daily HGV trip generations</b>	0 (overall reduction of HGVs in area)
<p>Proposal MJP44 would look to extract sand from a new location adjacent to a former quarry. All material quarried from the site would be utilised in the adjacent Plasmor block making plant and would not access the adopted highway. The site would also save 30-40 HGV movements per day which currently deliver sand to the adjacent Plasmor site. Proposal MJP44 would thus have a positive traffic impact on the highway network.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
Material extracted from site would not travel via the adopted highway network and would lead to a reduction in HGVs serving the adjacent block making site.			

4.7.8 MJP54 – Mill Balk Quarry, Great Heck

<b>Site Ref</b>	MJP54	<b>Summary of Changes Proposed</b>	Extension to former quarry
<b>Proposal</b>	Extraction of sand from existing quarry	<b>Address</b>	Mill Balk Quarry Mill Balk Great Heck
<b>Daily light vehicle trip generations</b>	10	<b>Net change in daily light vehicle trip generations</b>	10
<b>Daily HGV trip generations</b>	30-50	<b>Net change in daily HGV trip generations</b>	30-50

Proposal MJP54 would look to restart extraction at Mill Balk Quarry which has been out of use since 2008 although planning consent for the site extends until 2042. The site would use the existing quarry access onto Mill Balk with HGVs then turning north and heading along Mill Balk for approximately 1.5km to the junction with the A645. This section is however signposted as being subject to a 7.5T weight restriction ‘except for access’ and would also pass Hensall Community Primary School (where pupil pick up/ drop off is understood to be from the highway), St Pauls Church, as well other isolated employment and residential sites.

It is understood that the 7.5T weight restriction is in place as part of a HGV routing strategy for the nearby Plasmor works. The additional HGVs along this section are likely to result in significant additional impacts with HGVs conflicting with traffic at the school at the start and end of the school day and potentially special events at the church (e.g. large weddings, etc.).

Once traffic from the site reaches the A645 the impact is likely to be minimal, as for the nearby MJP22 site, however the use of Mill Balk is likely to generate significant impacts. A plan showing the expected routing of additional traffic from this site, based on 50% of HGV movements routing to the Plasmor Works and 50% based on a 25km gravity model, can be found in Appendix C. It is understood that permission is in place for extractions from the site until 2042 although the planning conditions are due for review in the short term and further planning consent would be required for extracting further reserves. As part of a future planning consent for this site it is recommended that mitigation measures are considered to reduce/remove conflicts with the school and church which could include physical measures (e.g. extending the 30mph speed limit further south, parking arrangements at the school) as well as ‘softer’ type measures (e.g. timing agreements to avoid HGV movements at school times, an information campaign warning parents and children at the school that HGVs will be using Mill Balk).

<b>Review Summary</b>	<b>Overall Rating</b>
The site is accessed via Mill Balk which is subject to 7.5T ‘except for access’ weight restriction. The route to the site would pass some sensitive receptors including a school which looks to pick up/drop of from the adjacent highway. It is thus recommended that mitigation measures are put forward as part of any future planning application or review of this site.	

4.7.9 MJP09 – Barlby Road, Selby

<b>Site Ref</b>	MJP09	<b>Summary of Changes Proposed</b>	Retention of existing site
<b>Proposal</b>	Retention of handling facility for aggregates	<b>Address</b>	Barlby Road Selby YO8 5DZ
<b>Daily light vehicle trip generations</b>	25	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	120	<b>Net change in daily HGV trip generations</b>	0
<p>Submission MJP09 is for the continued operation of the Potter Group aggregate handling facility in Selby. The submission would see the site continue to operate at its existing capacity with light vehicle and HGV traffic remaining at present levels.</p> <p>Access to the site is presently to the north of the site via an industrial site access off the A19 in Selby with traffic to the MJP09 site needing to use a level crossing to pass over the Selby-Hull railway line which is understood to benefit from barriers. Future access proposals for the site include an alternative access to the east linking into a roundabout junction off the A63 Selby bypass which is likely to be developed when development plans for the area around the site come forward.</p> <p>As the light vehicle and HGV traffic generations of the site would remain the same, the traffic impacts of continuing the use of the site are expected to remain the same with the existing access arrangements. The expected relocation of the access to the East is likely to have a positive traffic impact by avoiding HGV traffic from the site entering Selby. Road safety benefits are also anticipated from the removal of the potential conflict between site traffic and the railway.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
<p>Existing site with the site traffic and HGV trip generations are remaining as at present and traffic impacts are not expected to change. Upon the completion of the revised site access to the east of the site the conflict with the railway will be removed and a further positive traffic impact is expected with HGVs not needing to enter Selby.</p>			

4.7.10 MJP24 – Darrington Quarry processing plant site and haul road

Site Ref	MJP24	Summary of Changes Proposed	Physical extension to allow continued operation of quarry site
Proposal	Retention of processing plant site and haul road for processing of Magnesian limestone extracted from the part of Darrington Quarry located in the Wakefield Council area	Address	Darrington Quarry Stubbs Lane Cridling Stubbs Knottingley WF11 0AH
Daily light vehicle trip generations	100	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	146	Net change in daily HGV trip generations	0
<p>Proposal MJP24 is for the continued operation of Darrington Quarry with light vehicle and HGV traffic generations of the site remaining at present levels. The site is also the subject of application MJP27 for the commencing of inert recycling which would utilise the backhaul route of HGVs taking material from the site as part of proposal MJP24.</p> <p>The site is accessed off Stubbs Lane which to the east links through to the A19 and Junction 34 of the M62 and to the west links through to the Ripon Farm junction with the A162. A planning application from 2008 (08/01696/FUL) indicates that approximately 90% of HGV traffic from the site travels turns out of the site to the west to the A1 with the remaining 10% of HGV traffic turning to the east.</p> <p>Given that the site utilises an existing access and traffic from the proposal is already on the highway network, the traffic impacts associated with continuing the operation of the site are expected to be minimal.</p>			
Review Summary			Overall Rating
Existing site with the site traffic and HGV trip generations remaining as at present with minimal additional traffic impacts expected.			

4.7.11 MJP27 – Darrington Quarry (recycling)

Site Ref	MJP27	Summary of Changes Proposed	New site
Proposal	Inert waste recycling facility	Address	Darrington Quarry Stubbs Lane Cridling Stubbs Knottingley WF11 0AH
Daily light vehicle trip generations	No additional to MJP24	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	No additional to MJP24	Net change in daily HGV trip generations	0
<p>Proposal MJP27 is for the provision of a new inert waste recycling facility at Darrington Quarry. The site is also the subject of submission MJP24 for the continuation of quarrying Magnesian limestone and the applicant has stated that the HGV and light vehicle generations of the site would remain the same, with waste brought to the site by backhauling HGVs making deliveries of stone.</p> <p>As the proposal is not expected to generate any additional HGV or light vehicle traffic, the traffic impacts of the proposal are negligible on the basis of the continued operation of site the site through the MJP24 proposal. Should MJP24 not be put forward as part of the Joint Plan, the MJP27 proposal would require reassessment.</p>			
Review Summary			Overall Rating
<p>Waste to be brought to site using existing HGV movements from MJP24 proposal and would result in no additional light vehicle or HGV trips. The proposal is therefore adjudged to have a minimal traffic impact subject to site MJP24 being put forward as part of the Joint Plan.</p>			

4.7.12 MJP26 – Barnsdale Bar, near Kirk Smeaton (recycling)

<b>Site Ref</b>	MJP26	<b>Summary of Changes Proposed</b>	New site
<b>Proposal</b>	Recycling of inert waste to produce secondary aggregate	<b>Address</b>	Barnsdale Bar Quarry Long Lane Kirk Smeaton WF8 3JX
<b>Daily light vehicle trip generations</b>	No additional vehicles (to those of MJP28)	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	No additional vehicles (to those of MJP28)	<b>Net change in daily HGV trip generations</b>	0
<p>Proposal MJP26 would allow recycling of inert waste to produce secondary aggregate to take place at Barnsdale Bar Quarry. The site is also the subject of application MJP28 for the continued extraction of Magnesian limestone and the applicant has stated that the HGV and light vehicle generations of the site would remain the same, with waste brought to the site by HGVs making deliveries of stone.</p> <p>As the proposal is not expected to generate any additional HGV or light vehicle traffic, the traffic impacts of the proposal are negligible on the basis of the continued operation of site the site through the MJP28 proposal. Should MJP28 not be put forward as part of the Joint Plan, the MJP26 proposal would require further assessment.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
<p>Waste to be brought to site using existing HGV movements from MJP28 proposal and would result in no additional light vehicle or HGV trips. The proposal is therefore adjudged to have a minimal traffic impact subject to site MJP28 being put forward as part of the Joint Plan.</p>			



4.7.13 WJP10 – Went Edge Quarry Recycling, near Kirk Smeaton

Site Ref	WJP10	Summary of Changes Proposed	New site
Proposal	Recycling of construction and demolition waste for secondary aggregate	Address	Went Edge Quarry Went Edge Road Kirk Smeaton WF8 3JS
Daily light vehicle trip generations	6	Net change in daily light vehicle trip generations	6
Daily HGV trip generations	108	Net change in daily HGV trip generations	108

Submission WJP10 is for the commencement of recycling of construction and demolition waste for secondary aggregate at Went Edge Quarry. The site is also the subject of submission MJP29 for the continued extraction of Magnesian limestone, generating six light vehicles and 100 HGVs per day. It has been confirmed by the submitter that all traffic associated with the WJP10 submission would be additional traffic to MJP29.

The site would be accessed from the existing Went Edge Quarry access with Went Edge Road, situated approximately 300m to the east of the junction with the A1. A recent planning application for the Went Edge Quarry site has resulting in some concerns being raised by NYCC Highways regarding maintenance and signage (as detailed in the MJP29 submission review). As also set out in the review of submission MJP29, there have been no reported collisions involving HGVs in the latest five periods of Personal Injury Collision data.

HGV trips for the WJP10 submission site have been based on the results of a 25km gravity model. The model shows that approximately 60% of HGV movements are expected to approach from the north – 30% from Wakefield and the surrounding area, 20% from Pontefract and 5% from each of Leeds and Selby - with approximately 40% of HGV movements expected from the south from Doncaster and the surrounding area. The expected HGV distributions can be seen in Appendix C.

All HGV traffic to and from the site would be expected to approach and depart from the A1 with a 7.5T weight restriction preventing HGVs passing through Wentbridge to the East of the A1. The route from the submission site to the A1 avoids all settlements and is used by HGVs from the existing Went Edge quarry operations and is thus not expected to result in any significant traffic impacts.

The A1 in this area is identified in the Highways England London to Leeds (East) routing strategy as presently suffering from capacity constraints and being of poor design standard. There is however a committed scheme for improvements between Redhouse and Darrington which should alleviate congestion issues in this area. At the junction with the A1, 40-45 HGVs a day are expected to approach from and depart to the south which would equate to approximately 2-3 HGV additional HGVs per hour in either direction to the south. 60-65 HGVs a day are also expected to approach from and depart to the north which would equate to an average of approximately 3-4 HGVs an hour over a typical working day.

From discussions with Highways England it has been indicated that there are no immediate concerns with this submission and additional traffic given the level of detail available at present.

Given the low HGV trip generations and presence of the committed upgrade scheme it is not expected that any significant impacts will occur subject to resolving issues raised by NYCC Highways as part of the current planning application.

Review Summary	Overall Rating
<p>Submission WJP10 would approximately double the HGV trip generations from Went Edge quarry if the submission for MJP29 is also included in the joint plan. It is expected that all HGVs associated with the proposals would access the A1 which in this area has identified by Highways England and suffering from capacity constraints and being of poor design standard. There is however an improvement scheme scheduled for this section of the A1 and Highways England have confirmed that at present the submission does not cause any immediate concerns. NYCC Highways have put forward some concerns as part of a planning application presently being determined, subject to the concerns being addressed, the impacts of the site are likely to be minimal.</p>	

4.7.14 WJP16 – Common Lane, Burn

Site Ref	WJP16	Summary of Changes Proposed	Retention of existing site
Proposal	Bulking and transfer of municipal and commercial waste	Address	Selby Waste Transfer Facility Common Lane Burn Selby YO8 8LB
Daily light vehicle trip generations	12	Net change in daily light vehicle trip generations	12
Daily HGV trip generations	64	Net change in daily HGV trip generations	64

Submission WJP16 relates to a proposed waste bulking and transfer site adjacent to an existing recycling facility. The site would be accessed from Common Lane which meets the A19 at its western extent, approximately 1km from the submission site.

Traffic distributions for the site have been based on the assumption that refuse brought to the site would be distributed according to population across Selby Borough, with all compacted refuse from exported expected to go to the AWRP facility. A plan showing the expected routing of additional traffic from this site can be found in Appendix C. It is therefore expected that the vast majority of HGV trips will approach the site from the A19, with the expectation of small level of refuse collected from the west which would approach via the east from the A1041.

Traffic data from a traffic survey in 2013 along Common Lane shows the route to be used by around 500 vehicles a day with 10% of these vehicles being HGVs. Whilst the proposed development would more than double HGV numbers using the route, the road only serves other industrial and agricultural premises, with no receptors fronting onto the highway. The impacts are thus expected to be minor for Common Lane with no capacity issues.

As set out previously, the vast majority of traffic to the site is expected to approach and depart from the north on the A19. Traffic data indicates that the A19 is used by approximately 11,000 vehicles a day. It is thus expected that traffic impacts on the A19, and thereafter on the A63, will be negligible.

Review Summary	Overall Rating
Submission WJP16 relates to a new bulking and waste transfer facility to the south of Selby. It is expected that the majority of traffic would access the site via the A63 and A19, given existing volumes of traffic on these routes, the traffic impact is expected to be negligible. The submission is expected to double daily HGV volumes on Common Lane, which the site is accessed from, however this route only serves industrial and agricultural premises and no significant impacts are expected.	

**4.7.15 WJP06 – Land adjacent to former Escrick brickworks, Escrick**

Site Ref	WJP06	Summary of Changes Proposed	Retention of existing site
Proposal	Importation of inert waste for use in restoration of proposed clay extraction site (MJP55)	Address	Land adjacent to former Escrick Brickworks Escrick YO19 6ED
Daily light vehicle trip generations	10	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	50	Net change in daily HGV trip generations	10

Submission WJP06 would import inert waste for use in restoring a clay extraction site which is the subject of submission MJP55. The site is located directly to the west of the Escrick Business Park and is not currently operational with all trips additional to the network. The site would be brought forward in 2027 and it is expected that the proposal would result in an additional 10 HGV trips a day with material also brought to site through backhauling HGVs exporting clay from the quarry which is the subject of the MJP55 submission.

As with the MJP55 submission, the site would be accessed via the U722 unclassified road which also serves Escrick Business Park and leads directly onto the A19 with the site also bisecting the Trans Pennine Cycle Trail. The U722 passes in close proximity to the Escrick Business Park and mitigation measures are likely to be required to limit the impacts such as noise and dust and removing conflicts with pedestrians and road users at the business park and users of the trail.

The distribution of trips from the site has been undertaken using a 25km radius gravity model which shows that two thirds of HGV trips are expected to come from York and one third of HGV trips are expected to come from the direction of Selby. A plan showing the expected routing of additional traffic from this site can be found in Appendix C. The routes to both locations would be along the A19 with traffic data shows that 14,000 vehicles typically pass along the A19 each day, with HGVs accounting for approximately 14% of these vehicles and the route bypasses all settlements in this area. It is thus unlikely that the WJP06 submission would lead to any significant impacts on the A19 and thus the only traffic impacts are likely to be around the site and avoiding conflicts with the adjacent Business Park.

Review Summary	Overall Rating
Unlikely to result in any significant traffic impacts but mitigation measures likely to be required on the U722 site access road as the HGV route would pass the Escrick Business Park and the site would be bisected by the Trans Pennine Cycle Trail.	

4.7.16 WJP21 – Brotherton Quarry, Burton Salmon

<b>Site Ref</b>	WJP21	<b>Summary of Changes Proposed</b>	Retention of existing facility
<b>Proposal</b>	Import of inert waste for restoration purposes	<b>Address</b>	Brotherton Quarry Tadcaster Road Burton Salmon WF11 9EF
<b>Daily light vehicle trip generations</b>	12	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	56-112	<b>Net change in daily HGV trip generations</b>	0
<p>Submission WJP21 is for the continuation of importing inert waste to Brotherton Quarry situated approximately 2km to the north of Ferrybridge Power Station. As part of planning application NY/2013/0324/63 the site currently has planning consent to quarry material until 2020.</p> <p>The access to the submission site would use the current Brotherton Quarry access which accesses directly onto the A162. Traffic data from 2014 indicates that the A162 is used by approximately 5,500 vehicles a day and links to the north to the A1 (M) Junction 42 and to the south to the A1 and M62, with receptors generally set back from the highway. Given that traffic generations at the site are not expected to change from current levels, the additional traffic impacts associated with submission WJP21 are expected to be minimal and not result in any additional significant impacts.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
Submission unlikely to result in any significant additional impacts with traffic generations remaining at present levels.			

4.7.17 WJP22 – Land on former Pollington Airfield

Site Ref	WJP22	Summary of Changes Proposed	Expansion of recycling site
Proposal	Import of wood for wood pellet production; Modification to biomass plant permission (reduction to throughput and output); Additional infrastructure associated with wood processing such as site access, waste wood fuel processing building, chip dryer and storage areas	Address	Former Pollington Airfield Heck and Pollington Lane Heck DN14 0BZ
Daily light vehicle trip generations	38	Net change in daily light vehicle trip generations	2
Daily HGV trip generations	118	Net change in daily HGV trip generations	8
<p>Submission WJP22 is for the retention of existing wood pellet production and biomass plant with additional facilities for the processing of wood.</p> <p>The site presently imports around 150,000 tonnes of material which would increase to 160,000 tonnes with the new facility and would thus equate to an additional two light vehicles and eight HGVs per day.</p> <p>The routes to the former Pollington Airfield site are the subject of legal agreements, requiring HGVs to approach via the A645 and avoid passing through nearby settlements. As set out in the planning application for submission MJP22, the A645 is used by around 4,000 vehicles a day with approximately 850 HGVs on a route which also serves the nearby Plasmor site.</p> <p>Given that the traffic generations of the site are only slightly increasing on a route which is already used by a large number of HGVs, the traffic impacts of submission WJP22 are likely to be minimal and not significant.</p>			
Review Summary			Overall Rating
<p>The submission would see a slight rise in light vehicle and HGV traffic but this is unlikely to be significant as existing HGV routes would be utilised and section 106 agreements are already in place to determine HGV routings.</p>			

#### 4.8 Sites in North York Moors National Park

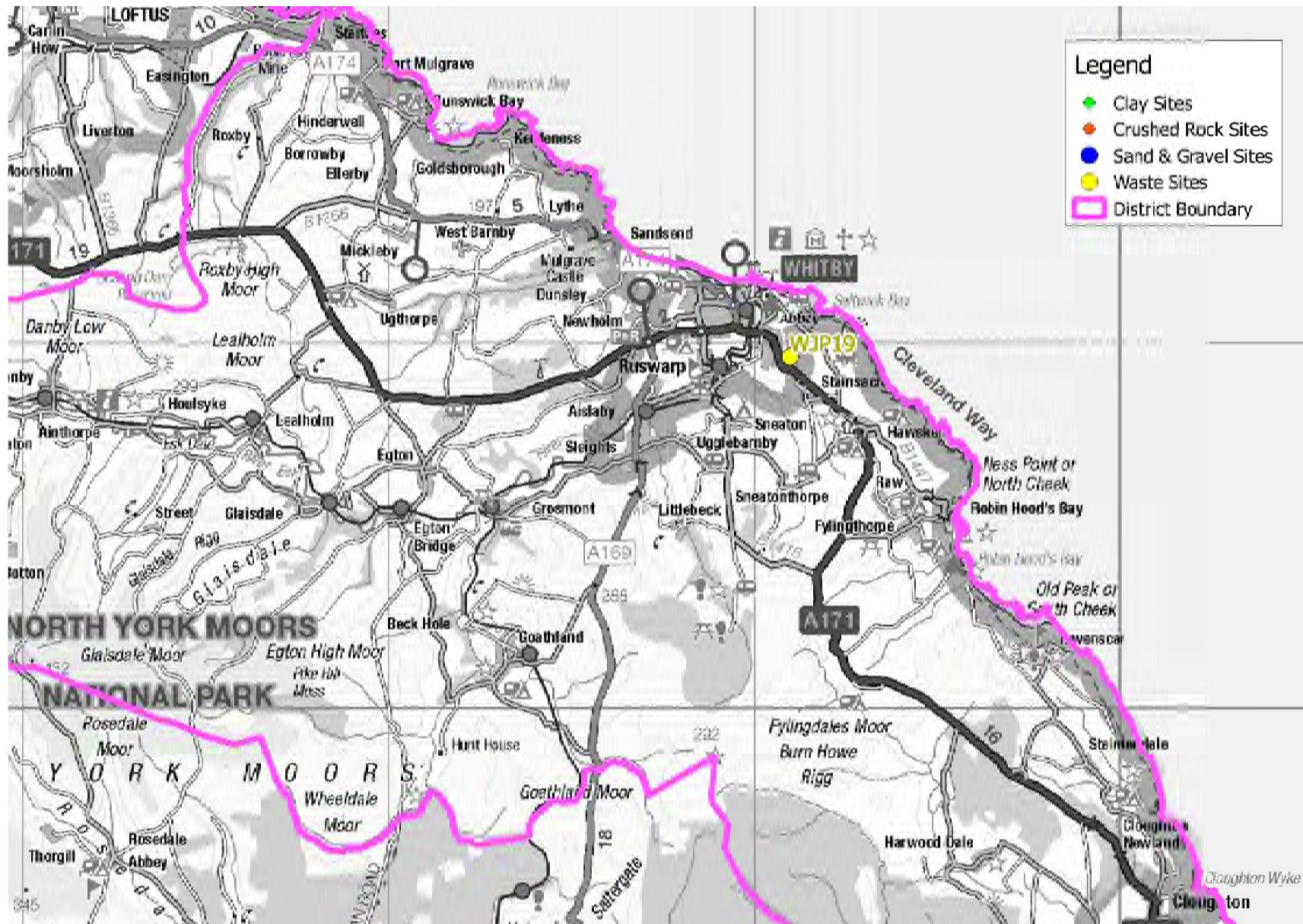
One waste site within the North York Moors National Park is currently being considered for inclusion in the joint plan. The site under consideration is set out in Table 27.

**Table 27 Submission Sites in North York Moors National Park**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
WJP19	Fairfield Road, Whitby	Recycling and transfer of municipal and commercial waste	Extension to area and retention of existing site

The site locations can be seen in Figure 8.

Figure 8 Location of Sites in North York Moors National Park





4.8.1 WJP19 – Fairfield Road, Whitby

Site Ref	WJP19	Summary of Changes Proposed	Extension to area and retention of existing site
Proposal	Proposed extension to area and changes to existing facility for recycling and transfer of municipal and commercial waste	Address	Whitby Waste Treatment and Transfer Facility (Fairfield Transfer Station) Fairfield Way Fairfield Business Park Whitby YO22 4PU
Daily light vehicle trip generations	60	Net change in daily light vehicle trip generations	0
Daily HGV trip generations	38	Net change in daily HGV trip generations	6
<p>Submission WJP19 is for the extension and continued use of the recycling and transfer of commercial waste at Whitby Waste Treatment and Transfer Facility. The site is currently estimated to generate 60 light vehicle and 38 HGV trips a day for the delivery, bulking and export of waste.</p> <p>The planning submission for alterations to the site indicates an additional 6,150 tonnes of material being brought to the site per year which is likely to generate an additional two waste deliveries per day and one additional HGV exporting waste. The site would continue to be served via the established routes from Fairfield Way off the A171 with traffic passing through Fairfield Business Park. Traffic data for the A171 indicates that approximately 8,000 vehicles a day pass along the A171 at this location.</p> <p>Given the small increases in traffic associated with the submission, it is expected that the traffic impact of the site will be negligible.</p>			
Review Summary			Overall Rating
<p>There would be a small increase in the number of HGV movements at the site but this would use an established access and is expected to have a negligible traffic impact.</p>			

#### 4.9 Sites in City of York

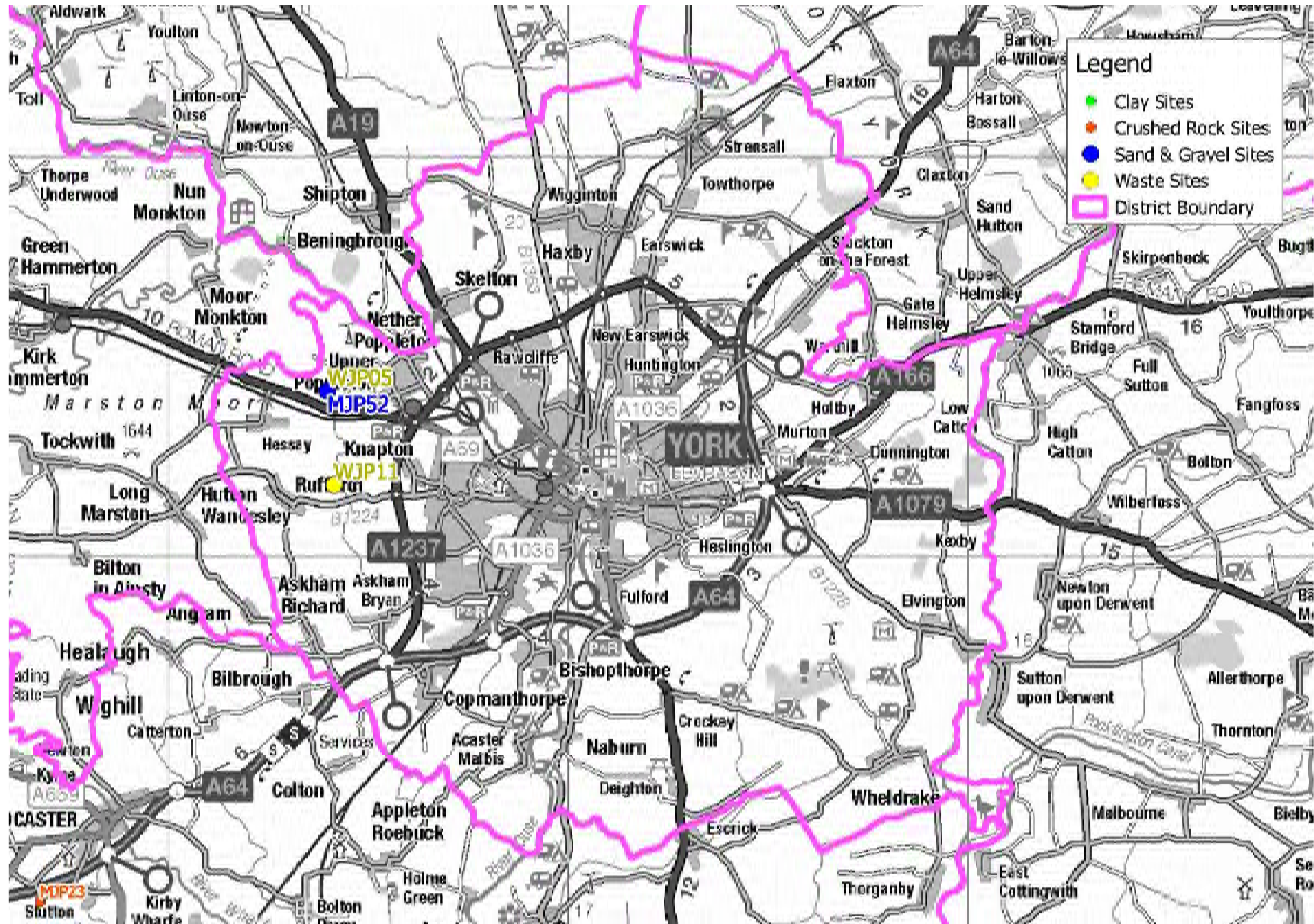
One mineral and two waste sites in the City of York are currently being considered for inclusion in the joint plan. The sites under consideration are set out in Table 28.

**Table 28 Submission Sites in City of York**

Site Ref No.	Site Name	Submission	Summary of Changes Proposed
MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	Extraction of clay	Extension to former quarry
WJP05	Field to North of Duttons Farm, Upper Poppleton (Waste)	Landfill and recycling of waste from construction industry	New site
WJP11	Harewood Whin, Rufforth	Retention of the following facilities beyond 2017: landfill, open windrow composting, recycling (including treatment bulking and transfer) and liquid waste treatment, Energy from Waste (Biomass and Landfill Gas Utilization), kerbside recycling and waste transfer operation and Construction of new materials recycling facility and waste transfer station	Extension to area and retention of existing site

The site locations can be seen in Figure 9.

Figure 9 Location of Sites in City of York



4.9.1 MJP52 – Field to North of Duttons Farm, Upper Poppleton (Minerals)

<b>Site Ref</b>	MJP52	<b>Summary of Changes Proposed</b>	Extension to former quarry
<b>Proposal</b>	Extraction of clay as a proposed extension to former quarry	<b>Address</b>	Field SE5356 9513 to north of Duttons Farm Newlands Lane Upper Poppleton
<b>Daily light vehicle trip generations</b>	2-4	<b>Net change in daily light vehicle trip generations</b>	2-4
<b>Daily HGV trip generations</b>	10-14	<b>Net change in daily HGV trip generations</b>	10-14

Submission MJP52 is for the extraction of clay at a former quarry site with no current planning consent, approximately 2km to the west of Upper Poppleton. The site is also the subject of submission WJP05 for landfill and the recycling of waste from the construction industry.

The site would be accessed off Kettlewell Lane with traffic routing via Newlands Lane onto the A59. Newlands Lane is a single track carriageway with occasional passing places and is also subject to a 7.5T weight limit except for access which is understood to be for HGV traffic management purposes. As a minimum Kettlewell Lane is likely to require upgrading for regular use by HGVs for this submission. The junction of Newlands Lane and the A59 also looks to fall short of required visibility standards and may present a road safety risk if use of the junction is intensified by additional traffic from the submission.

HGV traffic associated with the site has been distributed based on a 25km gravity model which predicts that approximately 90% of traffic would be drawn east on the A59 towards York and the remaining 10% drawn to the west into North Yorkshire. A plan showing the expected routing of additional traffic from this site can be found in Appendix C. Traffic data from the DfT shows the A59 to be used by approximately 15,000 vehicles a day, with around 700 HGVs. It is thus expected that the traffic impacts associated with the site on the A59 would be negligible.

The traffic impacts associated with the site are thus likely to occur on the access from the site to the A59. Traffic data is not available for Newlands Lane however it is expected that traffic volumes are low and HGVs are prohibited from using the link. Whilst the traffic impact is likely to be minimal, the main concerns around this submission relate to road safety concerns around the use of HGVs on Newlands Lane with limited passing places available and concerns about the suitability of the A59-Newlands Lane junction. It is envisaged that these issues could be mitigated although may require third party land with the level of additional traffic from the site which could be accommodated likely to depend on the extent of the mitigation measures put in place.

<b>Review Summary</b>	<b>Overall Rating</b>
The traffic and HGV generations of the site are relatively minor however there are road safety concerns over the use the single lane Newlands Lane and junction with the A59.	

4.9.2 WJP05 – Field to North of Duttons Farm, Upper Poppleton (Waste)

<b>Site Ref</b>	WJP05	<b>Summary of Changes Proposed</b>	New site
<b>Proposal</b>	Landfill and recycling of waste from construction industry	<b>Address</b>	Field SE5356 9513 to north of Duttons Farm Newlands Lane Upper Poppleton
<b>Daily light vehicle trip generations</b>	2-4	<b>Net change in daily light vehicle trip generations</b>	2-4
<b>Daily HGV trip generations</b>	10-14	<b>Net change in daily HGV trip generations</b>	10-14

Submission WJP05 is to allow the use of a site for landfill and recycling. The site is also the subject of submission MJP52 for the extraction of clay. From the information provided it is understood that the activities from submission MJP52 would still be ongoing when the WJP05 site would become operational in approximately 2022 and thus all traffic impacts associated with WJP05 would be in addition to those of submission MJP52 (also 2-4 light vehicles and 10-14 HGVs a day). A plan showing the expected routing of additional traffic from this site can be found in Appendix C.

As per submission MJP52, the site would be accessed via Kettlewell Lane and Newlands Lane which is single lane with passing places and subject to a 7.5T weight restriction. As per the MJP52 submission it is unlikely that the WJP05 submission would result in any significant traffic impacts, either considered alone or cumulatively with submission MJP52 with the route not located close to any receptors and the increase in traffic likely to be of negligible impact on the A59.

As per the MJP52 submission, there are however concerns relating to road safety particularly HGV traffic using the single lane Newlands Lane and the suitability of the A59 junction. As per the MJP52 submission, It is envisaged that these issues could be mitigated although may require third party land with the level of additional traffic from the site which could be accommodated likely to depend on the extent of the mitigation measures put in place

<b>Review Summary</b>	<b>Overall Rating</b>
As per the review of site MJP52 for the site same site, however there are road safety concerns over the use the single lane Newlands Lane and junction with the A59.	

4.9.3 WJP11 – Harewood Whin, Rufforth

Site Ref	WJP11	Summary of Changes Proposed	Extension to area and retention of existing site
<b>Proposal</b>	Retention of the following facilities beyond 2017 - landfill, open windrow composting, recycling (including treatment, bulking and transfer) and liquid waste treatment Energy from Waste (Biomass and Landfill Gas Utilization) kerbside recycling and waste transfer operation and the construction of a new materials recycling facility and waste transfer station	<b>Address</b>	Harewood Whin Landfill Site Tinker Lane Rufforth York YO23 3RR
<b>Daily light vehicle trip generations</b>	30	<b>Net change in daily light vehicle trip generations</b>	0
<b>Daily HGV trip generations</b>	267	<b>Net change in daily HGV trip generations</b>	0
<p>Submission WJP11 is for the retention of existing facilities at the Harewood Whin Landfill Site and future expansion to incorporate a new materials recycling facility and waste transfer station. The new materials recycling facility and waste transfer station is currently served from the Hessay Recycling Centre at the Hessay Industrial Estate approximately 1km to the northeast of the Harewood Whin site. The relocation of facilities would thus only have a local traffic impact affecting vehicle movements on the A59 to the east of the junction with New Road, the A1237 and the B1224 Wetherby Road from which the Harewood Whin site is accessed.</p> <p>A transport section of an Environmental Impact Assessment submitted for a withdrawn planning application for the new site provides junction capacity analysis indicating that the local highway network would remain well within capacity with the proposed expansion in place. Given that the site would result in an average of an additional 27 HGVs an hour using the A1237 across a typical working day and the existing HGV volumes using the A1237 Ring Road, it is not expected that the expansion of the site will result in any additional significant traffic impacts. The traffic impacts of the existing site are also likely to remain at similar levels to present and thus only a minor overall traffic impact is expected as a result of this submission.</p>			
<b>Review Summary</b>			<b>Overall Rating</b>
Expansion of site would see an additional 267 HGVs a day relocating to the site from the existing Hessay Recycling Centre at the Hessay Industrial Estate. Given existing HGV volumes on the A1237 Ring Road, it is not expected that the proposed development or retaining the existing site will result in any significant additional traffic impacts.			

## 5. Cumulative Impacts

This section examines the potential cumulative traffic impacts of sites for inclusion in the joint plan. As previously set out, a large proportion of the submission sites are already operational and thus no significant additional traffic impacts are expected. A summary of the sites which are expected to generate additional light vehicles or HGVs is set out in Table 29. A plot of these sites can be seen in Appendix E and a plan showing the cumulative HGV impacts of all sites (i.e. the plans in Appendix C) is shown in Appendix F.

**Table 29 Submission Sites Generating Additional Traffic**

District	Site Ref No.	Site Name	Net Change in Daily Two-Way Trip Generations		Notes
			Light vehicles	HGVs	
Hambleton	MJP33	Home Farm, Kirkby Fleetham	21	128	
	MJP43	Land to west of Scruton	18	90-130	
	MJP21	Land at Killerby (partly in Richmondshire District)	28	86	
	MJP17	Land to South of Catterick (partly in Richmondshire District)	0	0	Local traffic impact from change of site only
Harrogate	MJP04	Aram Grange, Asenby	14	100	
	MJP35	Ruddings Farm, Walshford	10	72	
	WJP23	Potgate (former piggery), North Stainley	Up to 32	8	
Ryedale	MJP63	Brows Quarry, Malton	4	0	
Selby	MJP55	Land adjacent to former Escrick Brickworks	10	50	
	MJP54	Mill Balk Quarry, Great Heck	10	30-50	Site currently inactive
	WJP10	Went Edge Quarry Recycling, near Kirk Smeaton	6	108	
	WJP16	Common Lane, Burn	12	64	
	WJP06	Land adjacent to former Escrick brickworks, Escrick	0	10	Small increase in traffic from MJP55 proposal
	WJP22	Land on former Pollington Airfield	2	8	Small increase in site throughput
North York Moor NP	WJP19	Fairfield Road, Whitby	0	6	Small increase in site throughput
City of York	MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	2-4	10-14	
	WJP05	Field to North of Duttons Farm, Upper Poppleton (Waste)	2-4	10-14	

As can be seen from Table 31, a proportion of the sites are expected to generate negligible additional traffic and there are no sites in Craven, Richmondshire or Scarborough expected to generate any additional traffic. From the plots in Appendix F it is apparent that the majority of sites are located some distance apart from each other and thus the traffic impact on the network relates to one particular site. From the plans in Appendices E and F

four locations have been identified as being close enough to have a potentially significant cumulative traffic impact. The identified locations are:

- Submissions MJP17, MJP21, MJP33 and MP43 (Catterick to Leeming Bar)
- Submissions MJP54 and WJP22 (Great Heck)
- Submissions MJP52 and WJP05 (Upper Poppleton, York)
- Submissions MJP55 and WJP06 (Escrick)

A review of the potential cumulative impacts of these sites is set out in Section 5.1

## 5.1 County Road Network

### 5.1.1 Submissions MJP17, MJP21, MJP33 and MP43 (Catterick to Leeming Bar)

Submission sites MJP17, MJP21, MJP33 and MJP43 are situated in the area between Catterick and Leeming Bar, around the area where the A1 Leeming Bar to Barton upgrade is taking place. A summary of the expected traffic generations of the sites is provided in Table 30.

**Table 30 Sites Generating Additional Traffic Between Catterick and Leeming Bar**

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP33	Home Farm, Kirkby Fleetham	21	128	21	128	
MJP43	Land to west of Scruton	10-18	90-130	18	90-130	
MJP21	Land at Killerby (partly in Richmondshire District)	42	336	28	86	
MJP17	Land to South of Catterick (partly in Richmondshire District)	10-18	72-121	0	0	Local traffic impact from change of site only

In the individual site assessments, submission sites MJP21 and MJP43 were given a ‘yellow’ rating because of the potential need for a routing agreement to prevent HGVs delivering to Teesside going via the A684 and Northallerton with submission site MJP33 rated ‘yellow’ because of the potential impact of HGVs passing along the B6271 and the sensitive receptors including a school. Submission site MJP43 was also rated ‘yellow’ and MJP17 was also rated ‘yellow’ because of uncertainties over the local routes HGVs would use.

These sites are all located in the area between Catterick and Leeming Bar with the A1 in this area currently being upgraded to full motorway standard and a Local Service Road running parallel to most of this section of the A1 designed to take local traffic. Whilst sites MJP33 and MJP43 are ‘new’ sites and will generate additional traffic, site MJP21 is intended to replace the existing Scorton and Ellerton quarries and thus some of the additional HGVs would replace HGV trips in this area from these existing sites. Given the changes to the highway network in this area, trips from this submission site have been treated as ‘new’ trips to the network. Site MJP17 is then intended to replace site MJP21 when these reserves are exhausted and again would effectively replace existing trips on the network, however to assume a robust assessment, trips from this site have been considered as ‘new’ additional trips to the local road network.



To assist in determining the cumulative traffic impacts of these sites, schematics of the expected routes are provided in Appendix G. The schematics also include the cumulative impacts however as submission MJP17 would replace submission MJP35 when reserves are exhausted, two cumulative impacts have been considered – MJP33, MJP 21 and MJP43 and MJP17, MJP21 and MJP43.

As can be seen from the cumulative impact plans, the key additional HGV traffic impacts centre around the mid-Catterick and Leeming Bar junctions with the A1. With submission site MJP33 operational, approximately 200 HGVs a day are expected to use the northbound on-slips and off-slips of the Mid-Catterick junction. With submission site MJP17 operational, the traffic HGV traffic impact is expected to shift slightly towards the Leeming Bar junction with 146 HGVs a day are expected to use the northbound on-slips and off-slips of the Mid-Catterick junction and 98 HGVs a day using the northbound on-slips and off-slips Leeming Bar junction. Given that the A1 Leeming Bar to Barton is currently being upgraded to motorway and the Local Access Road is designed for HGV traffic, avoiding passing sensitive receptors and designed to provide future highway capacity for these sites, the cumulative traffic impact of sites MJP33, MJP 21 and MJP43 or MJP17, MJP21 and MJP43 is not expected to be significant.

Review Summary	Overall Rating
The cumulative traffic impact of the submission sites would utilise the A1 and Local Access Roads which are currently under construction and have been designed to provide future highway capacity for these sites. The cumulative traffic impact of these sites is therefore not expected to be significant.	

### 5.1.2 Submissions MJP54 and WJP22 (Great Heck)

Submission sites MJP54 and WJP22 are situated around the village of Great Heck, to the south of the M62 near the former Pollington Airfield and situated approximately 500m apart. A summary of the expected traffic generation of the sites is provided in Table 31.

Table 31 Sites Generating Additional Traffic Around Great Heck

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP54	Mill Balk Quarry, Great Heck	10	30-50	10	30-50	Site currently inactive
WJP22	Land on former Pollington Airfield	38	118	2	8	Small increase in site throughout

In the individual evaluations in Section 4, Submission WJP22 was given a ‘green’ rating, indicating that no significant issues were identified whilst site MJP54 was given a ‘yellow’ rating owing to concerns regarding the traffic impact on Mill Balk which leads to the site and the potential for conflicts with the school and church.

From the routing to and from both sites, it is likely that the additional traffic would come via the A645 which provides access to a number of industrial sites in the area, with traffic data showing that the route is used by approximately 4,000 vehicles a day with approximately 850 of these vehicles HGVs. Given the nature of the

route and existing traffic volumes, it is considered unlikely that the cumulative impacts of the two sites would result in a significant traffic impact.

Review Summary	Overall Rating
The cumulative traffic impact of the submission sites would have the greatest effect on the A645 which is already used by a large number of HGVs a day. The cumulative impact of the two sites is thus unlikely to be significant.	

### 5.1.3 Submissions MJP52 and WJP05 (Upper Poppleton, York)

Submission sites MJP52 and WJP05 are situated on the same site approximately 2km to the west of Upper Poppleton and to the west of York. A summary of the expected traffic generation of the sites is provided in Table 32.

Table 32 Sites Generating Additional Traffic Around York

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	2-4	10-14	2-4	10-14	New site
WJP05	Field to North of Duttons Farm, Upper Poppleton (Waste)	2-4	10-14	2-4	10-14	New site

In the individual evaluations in Section 4, both submissions sites were given a ‘red’ rating owing to concerns over HGV access to the site along the single track Newlands Lane and sub-standard visibility at the junction of Newlands Lane and the A59. The cumulative effects of both sites would increase these impacts further and would require a more comprehensive highway works to Newlands Lane to ensure that HGVs could safely pass at more frequent intervals.

Review Summary	Overall Rating
These submissions are for the same site and are both rated ‘red’ in the individual assessments due to the access to site and visibility onto the A59. The cumulative impacts of both sites would thus require more comprehensive works to the Newlands Lane access to the site.	

### 5.1.4 Submissions MJP55 and WJP06 (Escrick)

Submission sites MJP55 and WJP06 are situated on the same site adjacent to the former Escrick Brickworks off the A19. A summary of the expected traffic generation of the sites is provided in Table 33.

Table 33 Sites Generating Additional Traffic at Escrick

Site Ref No.	Site Name	Daily Two-Way Trip Generations		Net Change in Daily Two-Way Trip Generations		Notes
		Light vehicles	HGVs	Light vehicles	HGVs	
MJP55	Land adjacent to former Escrick Brickworks	10	50	10	50	Site currently inactive
WJP06	Land adjacent to former Escrick brickworks, Escrick	10	50	0	10	Small increase in traffic from MJP55 proposal

In the individual evaluations in Section 4, both submissions sites were given a ‘yellow’ rating as it was considered that mitigation measures would be likely to prevent adverse impacts affecting the adjacent Escrick Business Park and Trans Pennine Cycle Trail. The concerns would remain as for the individual assessment with the impacts of combining the traffic generations of the two parts of the site making little overall difference.

The A19 from which the site is accessed is used by 14,000 vehicles typically pass along the A19 each day, with HGVs accounting for approximately 14% of these vehicles and the route bypassing all settlements in this area. It is thus unlikely that the cumulative impacts of both sites being operational would have a significant impact.

Review Summary	Overall Rating
These submissions are for the same site and are both rated ‘yellow’ in the individual assessments due to the potential impacts on the adjacent Escrick Business Park. The cumulative impacts for both sites is unlikely to require mitigation measures to be put in place and is unlikely to have a significant traffic impact.	

## 5.2 Highways England Network

Within the area considered by the Joint Plan Highways England are responsible for the A1, A1(M), A19/A168 (north of Dishforth), A64 (east of A1(M)), A66, A66(M) and M62. The increase in HGVs on these routes can be seen in the plan showing the cumulative HGV impacts of all sites (i.e. the plans in Appendix C) in Appendix F.

A summary of the sites expected to generate additional HGV trips is provided in Table 34 which also shows the junctions on the Highways England network where more than five HGVs a day would be expected to access the Highways England network. For clarity, where the table states that “52 HGVs a day to head to and from north” this means that 52 HGV trips per day are expected to use the junction to head north and a further 52 HGV trips per day are expected to use the junction from the north.

A summary of the overall impacts that are likely to affect each junction is provided in Table 35.

Table 34 Sites Generating Additional Traffic Which are Expected to Access the Highways England Network

Site Ref No.	Site Name	Net Change in Daily Two-Way Trip Generations		Expected number of daily HGVs using likely point of access onto Highways England Network	Notes
		Light vehicles	HGVs		
MJP33	Home Farm, Kirkby Fleetham	21	128	55 HGVs a day head to and from north, 9 HGVs a day head to and from south all from new A1 Mid-Catterick junction	Traffic from site could potentially utilise Scotch Corner junction
MJP43	Land to west of Scruton	18	90-130	46 HGVs a day to head to and from north, 2 HGVs a day head to and from south all using A1 Leeming Bar junction	
MJP21	Land at Killerby (partly in Richmondshire District)	28	86	146 HGVs a day to head to and from north from new Mid-Catterick junction, 5 HGVs a day head to and from south at A1 Leeming Bar junction	
MJP17	Land to South of Catterick (partly in Richmondshire District)	0	0	52 HGVs a day to head to and from north, 2 HGVs a day head to and from south all using A1 Leeming Bar junction	Site would commence operations upon exhaustion of reserves of MJP21
MJP04	Aram Grange, Asenby	14	100	50 HGVs a day head to and from west on A168 at Asenby. 25 HGVs a day expected to 'U-turn' using A168 junction at Dishforth to head to and from east	
MJP35	Ruddings Farm, Walshford	10	72	8 HGVs a day head to and from south on A1 (M) Junction 46	
WJP23	Potgate (former piggery), North Stainley	Up to 32	8	Less than 5 trips a day expected to use Highways England network	
MJP63	Brows Quarry, Malton	4	0	Negligible additional traffic volumes (less than 4 vehicles a day) may utilise B1248 junction with A64	
MJP55	Land adjacent to former Escrick Brickworks	10	50	Less than 5 trips a day expected to use Highways England network	
MJP54	Mill Balk Quarry, Great Heck	10	30-50	5 HGVs to head to and from south on M62 Junction 34	

WJP10	Went Edge Quarry Recycling, near Kirk Smeaton	6	108	30 HGVs a day to head to and from north and 25 HGVs a day to head to and from south on A1 Wentbridge Junction
WJP16	Common Lane, Burn	12	64	15 HGVs a day to head to and from north on A1(M) Junction 42
WJP06	Land adjacent to former Escrick brickworks, Escrick	0	10	Less than 5 trips a day expected to use Highways England network
WJP22	Land on former Pollington Airfield	2	8	Less than 5 trips a day expected to use Highways England network
WJP19	Fairfield Road, Whitby	0	6	Less than 5 trips a day expected to use Highways England network
MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	2-4	10-14	Less than 5 trips a day expected to use Highways England network
WJP05	Field to North of Duttons Farm, Upper Poppleton (Waste)	2-4	10-14	Less than 5 trips a day expected to use Highways England network

**Table 35 Summary of Highways England Junctions Expected to be Affected by Additional Traffic From Sites Included in the Joint Plan**

Location	Likely additional daily HGVs using junction	Sites generation additional HGVs
A1(M) Mid Catterick Junction	201 HGVs a day to head to and from north 9 HGVs a day head to and from south	MJP21 MJP33
A1(M) Junction 51 Leeming Bar	98 HGVs a day to head to and from north 9 HGVs a day head to and from south	MJP43 MJP21 MJP17
A168 Asenby	50 HGVs a day head to and from west on A168 at Asenby	MJP04
A168 Dishforth	25 HGVs a day expected to 'U-turn' using A168 junction at Dishforth to head to and from east	MJP04
A1(M) Junction 42	15 HGVs a day to head to and from north	WJP16
A1 (M) Junction 46	8 HGVs a day head to and from south	MJP35
A1 Wentbridge Junction	30 HGVs a day to head to and from north and 25 HGVs a day to head to and from south	WJP10
M62 Junction 34	5 HGVs to head to and from south	MJP54

As can be seen from Table 34 and Table 35, for the majority of Highways England junctions, the increase in traffic is from a single submission site which have been considered individually in Section 4. The A1(M) Junction 51 Leeming Bar and A1(M) Mid Catterick Junctions are expected to see the largest increases in HGV traffic which would equate to an additional 10 and 20 HGVs an hour respectively. As set out in the assessment

on the county road network in Section 5.1.1, the A1 is presently being upgraded in this area and has been designed with spare capacity to accommodate additional development traffic included in Plans such as this. It is thus expected that the traffic impacts on the Highways England network will be negligible to minor adverse. Highways England have indicated that the cumulative traffic impacts of the sites in the joint plan pose no immediate concerns.

## 6. Summary

This Traffic Assessment has considered the potential traffic impacts of 31 mineral and 15 waste sites currently being considered for inclusion in the joint Minerals and Waste Plan.




A considerable number of the mineral sites considered in this assessment are seeking to physically extend the boundaries of the site as currently consented reserves are depleting and this would allow the quarry to continue operating at present levels. These submissions would thus provide a physical extension to the quarry but quarried minerals and light traffic and Heavy Goods Vehicle (HGV) site trips generations would remain at present levels.

A large proportion of the waste sites are also seeking to just continue present operations beyond their present time-limited consent periods which would again maintain existing levels of imported/exported waste with light vehicle and HGV site trips generations remaining at present levels.

For this study sites have been assessed individually and then cumulatively to see if any significant impacts may occur as a result of the sites being put forward in the joint plan. A summary of the results is set out in the sections below.

### 6.1 Individual Assessments

Each of the 31 mineral and 15 waste sites has been individually assessed to consider any potential traffic impact. As part of this analysis a ‘traffic light’ rating was given to each site based on the scoring system below.

Colour Rating	
	Traffic impacts of sites likely to be negligible or minor with no significant mitigation measures likely to be required (although minor mitigation measures e.g. wheel wash facilities may still be required when a site is considered in more detail as part of a planning application).
	Some potential minor to moderate adverse impacts are expected and mitigation measures may be required.
	Significant adverse impacts are expected for a site. The site may be unsuitable for the submission or strong detailed mitigation measures may be required.

From the analysis a total of two sites were scored as red, the details of these sites and the reasons of the scoring is presented in Table 36.

**Table 36 Submission Sites Scored as ‘Red’**

District	Ref No.	Site	Reason
City of York	MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	Site would be served by a single track road with only limited passing places and likely to require upgrading. Access junction onto the A59 also likely to fall below visibility standards.
	WJP05	Field to North of Duttons Farm, Upper Poppleton (Waste)	(same site as MJP52) Site would be served by a single track road with only limited passing places and likely to require upgrading. Access junction onto the A59 also likely to fall below visibility standards.

In addition to the two sites scored as ‘red’ in the individual assessments, a total of 22 were scored as ‘yellow’. A summary of these sites is provided in Table 37.

**Table 37 Submission Sites Scored as ‘Yellow’**

District	Ref No.	Site	Reason
Craven	WJP13	Halton East, near Skipton	Recommended that a routing restriction is retained as part of any future planning consent.
Hambleton	MJP06	Langwith Hall Farm, east of Well	Recommended that a routing restriction is retained as part of any future planning consent.
	MJP07	Oaklands, near Well	Recommended that a routing restriction is retained as part of any future planning consent.
	MJP33	Home Farm, Kirkby Fleetham	Potential impacts on a school and local settlements along route, recommended that a routing restriction is part of any future planning consent.
	MJP21	Land at Killerby (partly in Richmondshire district)	Recommended that a routing restriction is part of any future planning consent.
	MJP43	Land to west of Scruton	Recommended that a routing restriction is part of any future planning consent.
	MJP17	Land to South of Catterick (partly in Richmondshire District)	Recommended that a routing restriction is part of any future planning consent.
Harrogate	MJP04	Aram Grange, Asenby	Recommended that a routing restriction is part of any future planning consent.
	MJP51	Great Givendale, Ripon	Site access does not meet visibility standards, recommended that this is reviewed as part of any future planning application.
	MJP35	Ruddings Farm, Walshford	Potential for HGVs to route via routes potentially affecting local communities
	WJP08	Allerton Park, near Knaresborough	Recommended that a routing restriction is retained as part of any future planning consent.
Richmondshire	MJP03	Scarborough Field, adjacent to Forcett Quarry	Access onto A66 is known collision ‘blackspot’ which should be reviewed as part of any future planning application and routing agreement also retained.
	WJP01	Hillcrest, Harmby	Site access improvements likely to be required
	WJP18	Tancred, near Scorton	Recommended that a routing restriction is retained as part of any future planning consent.
	MJP45	Land to north of	Recommended that a routing restriction is retained as part



		Hemingbrough	of any future planning consent.
	MJP55	Land adjacent to former Escrick Brickworks	Local mitigation measures likely to be required to mitigate impact as HGVs pass adjacent business park.
	MJP54	Mill Balk Quarry, Great Heck	Potential traffic impact of additional HGVs using a route currently restricted to vehicle under 7.5T and potentially conflicting with other road users going to a church and school along the route.
	MJP28	Barnsdale Bar Quarry, Kirk Smeaton	Concerns raised over visibility as part of current planning application
	MJP29	Went Edge Quarry, Kirk Smeaton	Concerns raised over highway maintenance and signage as part of current planning application
	MJP23	Jackdaw Crag, Shutton	Concerns raised over visibility as part of current planning application
	WJP10	Went Edge Quarry Recycling, near Kirk Smeaton	Concerns raised over highway maintenance and signage as part of current planning application
	WJP06	Land adjacent to former Escrick brickworks, Escrick	Local mitigation measures likely to be required to mitigate impact as HGVs pass adjacent business park.

## 6.2 Cumulative Assessments

The following section sets out a summary of the examined cumulative impacts.

A summary of the sites which are expected to generate additional light vehicles or HGVs is set out in Table 38 with the remaining sites considered in this Traffic Assessment not expected to generate additional traffic, mostly due to the sites already being operational with the submission being to extend the site to allow continued operation at present output levels.

**Table 38 Summary of Sites Expected to Generate Additional Traffic**

District	Site Ref No.	Site Name	Net Change in Daily Two-Way Trip Generations		Notes
			Light vehicles	HGVs	
Hambleton	MJP33	Home Farm, Kirkby Fleetham	21	128	
	MJP43	Land to west of Scruton	18	90-130	
	MJP21	Land at Killerby (partly in Richmondshire District)	28	86	
	MJP17	Land to South of Catterick (partly in Richmondshire District)	0	0	Local traffic impact from change of site only
Harrogate	MJP04	Aram Grange, Asenby	14	100	
	MJP35	Ruddings Farm, Walshford	10	72	
	WJP23	Potgate (former piggery), North Stainley	Up to 32	8	

Ryedale	MJP63	Brows Quarry, Malton	4	0	
Selby	MJP55	Land adjacent to former Escrick Brickworks	10	50	
	MJP54	Mill Balk Quarry, Great Heck	10	30-50	Site currently inactive
	WJP10	Went Edge Quarry Recycling, near Kirk Smeaton	6	108	
	WJP16	Common Lane, Burn	12	64	
	WJP06	Land adjacent to former Escrick brickworks, Escrick	0	10	Small increase in traffic from MJP55 proposal
	WJP22	Land on former Pollington Airfield	2	8	Small increase in site throughput
North York Moor NP	WJP19	Fairfield Road, Whitby	0	6	Small increase in site throughput
City of York	MJP52	Field to North of Duttons Farm, Upper Poppleton (Minerals)	2-4	10-14	
	WJP05	Field to North of Duttons Farm, Upper Poppleton (Waste)	2-4	10-14	

When reviewed cumulatively, four areas where sites are in close proximity were examined further, namely:

- Catterick to Leeming Bar - Submissions MJP17, MJP21, MJP33 and MP43
- Great Heck - Submissions MJP54 and WJP22
- Upper Poppleton, York - Submissions MJP52 and WJP05
- Escrick - Submissions MJP55 and WJP06

From the review, the cumulative impacts of the Catterick to Leeming Bar, Great Heck and Escrick submissions were scored as 'green' although it should be noted that this related to the cumulative impacts only and the individual impacts associated with submission MJP55 remain 'red'. The cumulative impacts associated with submission sites MJP52 and WJP05 were scored as 'red' (as were the individual site assessments) due to the access to site and visibility onto the A59.

The impacts on the Highways England network have also been reviewed and show that the traffic impacts at junctions are mainly due to individual sites with the exception of submissions MJP17, MJP21, MJP33 and MP43 which had a cumulative effect on the future A1 Mid Catterick junction and A1 Junction 51 (Leeming Bar). The A1 is however presently being upgraded to motorway standard in this area and has been designed to allow for future development, it is thus envisaged that the impacts associated with the joint plan will not be significant.