

annette cook

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**From:** stuart pashley  
**Sent:** 18 April 2012 12:38  
**To:** annette cook  
**Subject:** FW: Statement of the Highways Agency

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**From:** Highways Agency[SMTP:PUBLICINQUIRY2012@LIVE.CO.UK]  
**Sent:** Wednesday, April 18, 2012 12:38:54 PM  
**To:** stuart pashley; programmeofficer  
**Subject:** Statement of the Highways Agency  
**Auto forwarded by a Rule**

**From:** Highways Agency <publicinquiry2012@live.co.uk>  
**Date:** 18 April 2012 12:35:35 GMT+01:00  
**To:** "hgregory@selby.gov.uk" <hgregory@selby.gov.uk>  
**Subject:** Statement of the Highways Agency

PLEASE ONLY CIRCULATE SHOULD THE PROGRAMME TODAY  
OVERRUN AND THE HA ARE THEREFORE UNABLE TO ADDRESS THE  
INSPECTORS AGENDA ITEM SCHEDULED FOR LATER THIS  
AFTERNOON.

Please accept the formal position of the Highways Agency on the matters raised by  
the Inspector in regards to Housing Scale Distribution and Supply between  
Tadcaster and Sherburn.



Statement:

The Highways Agency's key area of involvement continues to focus on the future  
safe and continued operation of the Strategic Road Network - primarily the  
A64/A1/M62/M1.

Analysis of the Network in the Region through the HA's Network Analysis Tool  
continues to highlight significant levels of traffic impact on the links of the major  
routes mentioned above as a result of the Selby District Council development  
aspirations at the end of the proposed plan period.

However in specific regard to the proposed reduced proportion of housing in  
Tadcaster, the levels of impact on the A64 and A1 are reduced from Tadcaster  
development and the impact on the M1 falls below the level of concern for the  
Highways Agency.

The increases on the proposed proportion of housing in Sherburn results in an  
increase in impact on the A1 and raises the level of impact on a number of other

routes including the M62 and M1, but this impact is not a major material impact. Thus the proposed reduction in the amount of new housing in Tadcaster and the limited increase in the new housing in Sherburn contained within the revised LDF proposals will again overall have a reduced impact on the Strategic Road Network, than for the original LDF proposals.

It is not possible to identify at this stage the scale of physical or management measures which might provide possible mitigation for adverse traffic impact on the SRN and it's junctions with the local Highway Network. The scale and nature of development will be the overriding factor as to the appropriate mitigation required, this is not however a barrier to development and does not necessarily preclude a development from gaining planning consent.

The HA are content that The Core Strategy is not affected by virtue of the fact that certain sites will cause measurable capacity issues, the effects of which will need to be addressed and mitigated against at Developer's expense.

The HA remain committed to the ongoing partnership work with the York sub area Joint Infrastructure Working Forum which seeks to address and resolve cross boundary impacts on the SRN as a result of the 5 Local Authorities whom are shown to have an impact on the A64 corridor (inclusive of Selby District Council).

Selby DC has long accepted the HA's concerns with regard to transport proposals required to support the development proposals within the Core Strategy - these include the amendments made in The May 2011 publication version of the Core Strategy, namely the inclusions of amends to CP2A and CP8.

Regards

Simon D Jones  
Highways Agency  
Asset Development Manager (Yorkshire and North East)