

Alan Hunter

From: Jones, Simon [Simon.Jones@highways.gsi.gov.uk]
Sent: 18 March 2014 11:39
To: 'tom.greaves'
Subject: Planning Application: Land To Rear Of 43 Scarborough Road, Rillington, Malton, North Yorkshire
Attachments: SKMBT_C45214031716200.pdf; SKMBT_C45214030418150.pdf

Dear Mr.Greaves

I have been passed copy of your letter in regards to the recent public planning meeting which you attended on the 11th March 2014, with thanks. Whilst I myself was not in attendance at the meeting, I have considered carefully the observations that you have made in regards to the A64, and the issues raised in regards to the development proposed.

As you are aware from the meeting, the Agency issued a response to the Planning Authority recently which made a determination that should they be so minded as to grant consent for the Development, that the Agency required specific conditions to be attached to any consent notice regarding the operation of the A64 and construction of a proposed new access and egress. I have attached this public record for your convenience herein, along with a copy of your original representation.

Of the utmost concern in all matters regarding the Strategic Road Network, is its continued safe operation for those who use it in all forms - both motorised, and non motorised users. Rillington is a unique village which is served by the Trunk Road network and as such this rural location demands that thorough evaluation of any new access arrangements be made by myself and the team at the Highways Agency, to ensure safety remains the primary concern. Under current adopted Department for Transport standards, the Design Manual for Roads and Bridges demands a rigorous Safety Audit be undertaken in such instances. As you may be aware, when the original Development application was received by my offices, I issued a Non Determination Notice to the Council on behalf of the Secretary of State for Transport to ensure that this safety investigation could be undertaken, and all matters considered, prior to issuing a decision.

The Developer was instructed to undertake an independent Safety Audit in accordance with Policy HD19/03, the scope and brief for which the Agency authorised. Once the findings of the Audit were submitted, an independent Design Team submitted their findings in regards to any potential safety concerns. It was the decision of the Agency, post further discussions and acceptance of these reports, to then safeguard the operation of the road network and those who use it by ensuring that the design standards and mitigation were adopted by the Developer by use of a number of Planning Conditions which the Council have to apply to any consent given for the development.

I note you have made a number of suggestions and comments in regards to the A64 in your supplementary comments submitted to the Council, and I intend to have these reviewed by our internal Local Network Management Scheme team who are responsible for identifying any potential future safety related improvements to the network. Your comments, and those of the community in Rillington, are vital in assisting the Agency in identifying potential localised concerns, so that the Agency can conduct feasibility work and produce justification to take forward improvements which further enhance the safe operation of the A64 in the area.

In the interim, please accept my thanks for your comments.

Kind regards

Simon Jones, Asset Development Manager

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