

Topcliffe Response to the Proposed IPN Expansion

Re TS Addendum- 21/02163/FUL- Dalton Airfield - IPN Expansion Rev A

Topcliffe Parish Council reviewed the above addendum at its meeting on 4th November 2021 and has the following comments;

1. The addendum provides very useful data on likely traffic movements to and from the site and the proposed actions to mitigate the HGV traffic movements through Dalton and Topcliffe are welcomed.
2. The addendum indicates a probable increase of HGV traffic of circa 65 HGV's per day arriving and departing the site i.e. 130 HGV movements through the area per day. It also indicates that this may rise over time.
3. The addendum summary states

“ IPN have identified that few vehicles need to travel away from the A168, the trunk road network. Supplier locations and delivery destinations would not be reached more easily by travelling through Topcliffe, Dalton or any of the local minor roads.

Trip Generation is based on existing production rates, this may rise slightly as a result of this application, which is estimated and assessed in the Transport Statement. However it is clear that there would not be an increase in LGV trips in Dalton or Topcliffe as a result of this application.

The road hierarchy is set out to provide reliable journeys, the A168 provides a link to the A1 North and South and the A19. These are the key routes connecting this site to the wider area. There is no need for the local network to be used by vehicles to meet the needs of IPN. “

We do not agree with these summary statements .

The logic is correct without doubt. However our practical experience and data collection suggests otherwise. Over a 2 month period we provided witnessed video evidence to Highways, Trading Standards and the Police of over 1000 HGV vehicles travelling through the Topcliffe on just 2 roads, Front Street and Church Street. Long Street was not included in this study and would have significantly increased the recorded traffic numbers. All organisations now accept that there is a problem and are actively working to solve the issues.

To put the IPN figures into perspective 130 HGV vehicle movements per day is 650 per week and over 2 months (our data collection period) is 5,200 vehicle movements. A relatively small percentage of this vehicles ignoring the rules would significantly increase our problem eg. 20% would double our recorded numbers.

We have serious concerns that if approved as suggested this application will seriously impact on pedestrian safety , increase damage to buildings/infrastructure and ultimately the quality of life in Dalton and Topcliffe .

We welcome the proposals indicated in the report to mitigate the traffic problems but would suggest that these proposals need to be more stringent and ultimately legally binding. There is precedent for this (Dalton 49 planning consent).

IPN has the power to ensure that these proposal are met . They control their own drivers and can easily sanction suppliers or third party hauliers who chose not to comply.

If these conditions are met we would have no objection to the planning application.