

## **Update Report**

### **Strategic Planning Committee**

**10<sup>th</sup> December 2024**

**22/00479/OUT - Outline planning permission with all matters reserved apart from access for the construction of a motorway service area comprised of an amenity building; petrol filling station; drive-thru coffee shop; parking facilities; internal access roads; services areas and other associated facilities including landscaping and amenity areas with a new roundabout junction and other highway works on the A6055**

**Barton Motorway Truck Stop, Junction 56 A1(M), Barton, DL10 6NA**

### **Update Report of the Head of Development Management – Community Development Services**

#### **1.0 Report Corrections**

- 1.1 Two disabled caravan spaces are proposed rather than one detailed in the report.
- 1.2 The indicative Site Plan is revision G6 opposed to G5. Recommend Condition 3 is duly updated.
- 1.3 Conditions recommended by National Highways have been missed and is recommended these to be added (conditions B and C at the end of this Update Report).

#### **2.0 Local Representation**

- 2.1 A business who shares an access through Barton Truck Stop has submitted an additional response. They re-raise their concern and objection to the application that the proposed road layout (on and off-site) may not/does not allow for abnormal loads. No specific details are provided such as their requirements for road widths etc.

#### **3.0 Assessment**

- 3.1 As detailed in paragraph 10.26 and 10.30 of the report, the scheme on and off-site has been designed to accommodate abnormal loads. An abnormal Load Bay (47.5 x 6.1m) has been accommodated in the indicative layout.
- 3.2 NYC Highways have been consulted on this point specifically and advised that: “The existing adopted “Spine Road” through the application site linking the A6055 to Mr Johnson’s business remains unchanged in respect of its layout/width with the exception of a proposed new crossing facility (zebra or pelican to be determined at detailed design) and changes to the road markings, the changes to which will not hinder the passage of abnormal load vehicles.

The junction and roundabout itself has been checked for abnormal loads using swept path analysis (attached) with the roundabout incorporating an overrun area.”. The swept path plan has been attached as Appendix A.

#### **4.0 Additional Conditions**

- A. The development hereby approved shall not be brought into first use until a National Highways signage agreement has been obtained and such signage provided for direction signing for the Motorway Service Area from and to the A1(M).

Reason: For the safety and efficient operation of the Strategic Road network

- B. The internal road layout shall provide equivalent provisions as detailed by plan 7690\_06 Rev G6 and be designed to accommodate abnormal loads.

Reason: For the safe and efficient operation of the development and to ensure it designed to an appropriate standard for this type of facility.

**Officer:** Fiona Hunter, [fiona.hunter1@northyorks.gov.uk](mailto:fiona.hunter1@northyorks.gov.uk)