

An Executive Agency of
The Department for Transport

Our ref: SE334312
Your ref: P/11/03705/FU/MIN

Planning Services
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Leeds
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Toni Rios

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Lateral
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Leeds LS11 9AT

Direct Line: 0113 283 4710

For the attention of Clive Saul

20 October 2011

Dear Clive

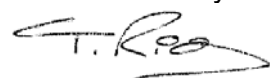
P/11/03705/FU/MIN – Energy Recovery Facility at Skelton Grange Road, Stourton, Leeds

Thank you for your consultation on the above application, in a letter dated 28 September 2011.

We have considered the Travel Plan and Transport Assessment provided and have concluded that the impact on the Strategic Road Network once the site is operational is minimal. The detail provided on the construction phase is however more of a concern. Further detail needs to be provided on the construction phase in order for the Highways Agency to understand the impact of this at M1 J44. As such I attach a temporary direction of non approval for a period of 2 months which should be sufficient to allow the applicant to address our concerns.

I also attach detailed comments on the Transport Assessment which the applicant will need to address before the direction of non approval is lifted. The Highways Agency also intends to direct conditions in relation to the Construction Staff Travel Plan, Construction Traffic Management Plan and potentially restrictions on delivery of construction materials to outside of the peak hours.

Yours sincerely



Toni Rios
Network Planning Manager
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TR110 (October 2010)An Executive Agency of
The Department for Transport**Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission**

From: Divisional Director, Network Delivery and Development, Yorkshire & North East,
Highways Agency.

To: Leeds City Council


Council's Reference: P/11/03705/FU/MIN Energy Recovery Facility at Skelton Grange Road,
Stourton, Leeds

Referring to the notification of a planning application dated 28th September 2011 your reference P/11/03705/FU/MIN, in connection with the M1/M621 Energy Recovery Facility at Skelton Grange Road, Stourton, Leeds, notice is hereby given under the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Secretary of State for Transport:-

- a) ~~offers no objection;~~
- b) ~~advises that planning permission should either be refused, or granted only subject to conditions~~
- c) ~~directs conditions to be attached to any planning permission which may be granted;~~
- d) ~~directs that planning permission is not granted for an indefinite period of time;~~
- e) directs that planning permission not be granted for a specified period (see Annex A).

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: 20/10/11	Signature: 	NW
Name: Toni Rios	Position: Network Planning Manager	
The Highways Agency: 3 South Lateral 8 City Walk Leeds		

Condition(s) to be attached to any grant of planning permission:

Reason(s) for the direction given at b), c) or d) overleaf and the period of time for a direction at e) when directing that the application is not granted for a specified period:

Issues set out in the Highways Agency Transport Assessment review in relation to the construction phase traffic need to be addressed. The direction of non approval is for a period of 2 months from the date of this notice.

11/03705/FU/MIN Energy Recovery Facility, Skelton Grange Road, Stourton
HA Comments on Transport Assessment 20/10/11

Traffic Impact once Operational

In order to assess the traffic impact of the development, SLR has compared the trip generation of the proposed development with the trip generation of the outline planning permission for B1c, B2 and B8 use on the 81,318m² site which encompasses the proposed site. SLR claims that the current proposal will assume 50% of the development floor space of the outline permission; however the size of the proposed or previously consented site is not stated in the TA.

Traffic Impact during Construction

The TA states that construction of the site is anticipated to occur over a 26 month period commencing in 2012 and ending in 2014. It is stated that earth moving will be undertaken prior to this date and it is also stated in 8.228 that certain materials will be brought to the site prior to the commencement of construction works over a 12 month period. However it is not entirely clear what materials are being referred to and whether this element of the work relates to earthworks.

Preliminary stage

In relation to the 12 month delivery of materials to the site, the TA states that all traffic would be routed from junction 44 of the M1. The TA states that in 20 tonne loads, based on a 275 day working year, this equates to 36 deliveries per day. However, it is unclear where the 36 deliveries have been derived from and the profile of arrivals and departures throughout the day. Further information should be provided on these matters in order to understand how many HGV trips are expected at the site during peak hours. In addition, the TA does not state how many staff will be on the site during this stage. This information should be provided.

There is no information provided in respect of the earthwork referred to in 8.223. This should be provided.

Construction stage - staff trips

The TA states that there is estimated to be approximately 300 construction employees. The profile of arrivals and departures throughout the day and the distribution of employee trips are not provided in the TA and hence further detail on these matters are required as the arrival of 300 construction workers to the site each day is a concern to the Highways Agency.

SLR also state that a 'robust' car occupancy rate of 1.5 would equate to 200 light vehicle trips per day. However, car occupancy of approximately 1.2 is more often observed for trips to employment and hence SLR should provide justification (in the form of working practices or Travel Plan measures) as to how a car occupancy of 1.5 would be achieved.

Construction stage - HGV trips

The TA states that it is estimated that there would be up to 25 HGV trips to the site each day, however the number of HGV trips will depend on the successful contractor's preferred method. Again the profile of arrivals and departures throughout the day is not provided in the TA and if all vehicles were to arrive at the

site during peak hours this would be a concern to the Highways Agency. Hence this information should be provided.

The TA does not make reference to the requirement for any abnormal loads to the site during construction. Given the fairly specialised nature of the development, it should be confirmed that there would be no requirement for any abnormal loads to the site during construction and that all construction materials can be delivered to the site without causing safety issues at junction 7 of the M621 or junction 44 of the M1.