

City Development Department Highway Development Control

PROPOSAL: Energy Recovery Facility (incineration of waste and energy generation), associated infrastructure and improvements to access and bridge

LOCATION: Skelton Grange Road Stourton Leeds

APPLICANT: Biffa Waste Services

PLANNING OFFICER: Clive Saul

PLANNING REF: 11/03705/FU

HDC REF: 3331/SE/1

DATE: 28th November 2011

COMMENTS:

The site is subject to an outline planning permission for development comprising B1c, B2 and B8 use and is stated that this proposal will occupy 50% of the development floorspace of the outline permission.

As part of the outline permission the following measures were required to mitigate the traffic generated from the site on the surrounding road network.

- Improving the unadopted section of Skelton Grange Road (resurfacing and provision of lighting).
- Improvements to Skelton Grange Bridge comprising structural strengthening and resurfacing to restore a 6.7m carriageway.
- The addition of a new cantilevered section to the east side of the bridge to provide a dedicated 3m wide footway for cyclists and pedestrians.
- Construction of new steps to either end of the bridge to connect the Transpennine Trail.
- M621 – Junction 7 – Widening of east-bound off-ramp onto A61 from 2 to 3 lanes and localised widening of the A61, and the signalisation of this junction.
- M1 – Junction 44 – widening of south-bound slip road and widening of Pontefract Road at the J44 roundabout.
- Signalisation of the Queen Street/Pontefract Road junction.
- Improvement to pedestrian facilities at the signalised junction of Skelton Grange Road and Pontefract Road.
- Provision of bus shelters and real time bus information displays on Pontefract Road.
- Contribution to proposed improvements at the junction of Pontefract Road/Thwaite Gate.

As part of this application the Applicant has stated that improvements to the bridge, within its existing width, will be carried out. This will provide for a single carriageway controlled by traffic signals and a 3m wide shared footway/cycleway. No further details have been provided and I would consider that a drawing showing the

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proposals should be provided. The Councils bridges section have initially expressed a desire to assess the calculations, bearing in mind that the bridge is a public right of way. However, they have stated that the owner of the bridge should also be aware of his responsibility in this respect and with regard to carrying out the necessary improvements.

No further measures are proposed and, whilst I accept that the traffic generated by this development will be less than the outline consent, the remainder of the whole site could still be developed. The overall traffic generation needs to be assessed to determine what percentage of the above off site highway works are required from this application. Pedestrian accessibility to the site also needs to be addressed further.

With regard to the construction of the site, it is anticipated that this will take 24 months and probably employ more workers than the proposed use. A further Transport Assessment/Construction Management Plan and Travel Plan will be required to assess the impact of the construction traffic during the construction period.

Please note that there is an existing route through the site from junction 45 to the electric sub station for abnormal loads which needs to be maintained.

REFERENCE TO PLANS:

RECOMMENDATION: The proposal is acceptable in principle. However, further information is required to determine the impact of the traffic from the whole site and the impact of the construction traffic on the surrounding road network.

POLICY: T2; GP5

RED LINE BOUNDARY / HIGHWAY BOUNDARY / RETAINING WALLS /

ADOPTION ISSUES: N/A

ACCESSIBILITY – WALKING, CYCLING, PT: The proposal includes for a 3m wide cycle/footway across the Skelton Grange Road bridge. But does not address the pedestrian routes to and from the site. In particular the substandard footway from the bridge to the site access, along Skelton Grange Road and the need to cross the junction of Skelton Grange Road/Pontefract Lane.

An acceptable pedestrian access should be provided from the site to Pontefract Lane, including crossing facilities at the Skelton Grange Road/Pontefract Lane junction.

The Councils Cycling Officer has expressed his concerns regarding the difficulties of cycle access on and around the bridge which needs to be investigated further to determine if there are any measures that could be taken as part of the bridge works.

VEHICULAR ACCESS: The vehicle access is acceptable. However, the security gate should be set back at least 15m from the site entrance to allow for vehicles to pull onto the site without obstructing the adjacent carriageway.

INTERNAL LAYOUT / SERVICING / BINS: The Design and Access Statements states that there is provision within the design to provide a crew drop off area just

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before the weighbridge with rest room facilities. Does this need to be shown and how will it operate?

The bus turn round area is shown on the pedestrian plaza outside the main entrance. If visits are infrequent and pre-arranged it may be acceptable. However, a statement of how this will be managed should be provided. Also where will the bus park for the duration of the visit. A parking place for the bus should be identified.

PARKING: The provision of 53 car parking spaces should be justified further. It is anticipated that there will be 40 employees at the site and some visitors. Is this number of car parking spaces justified.

No motorcycle parking spaces have been provided. Secure motorcycle parking spaces should be provided.

Covered cycle storage for 20 cycles has been proposed, but there is no secure long term cycle parking such as lockers or a secure compound.

TRAVEL PLAN: Comments have been provided by the Travelwise Officer.

OFF SITE HIGHWAY WORKS: Off site highway works may be required as mentioned above. Further information to determine the extent of the off site highway works are required

ROAD SAFETY: Subject to addressing the above issues the proposals would not be detrimental to road safety

WARD MEMBER CONSULTATION RESPONSES: No comments have been received to date.

PLANNING CONDITIONS / S106: The Highway conditions on the outline permission for this site need to be addressed further

CONCLUSION: The proposal is acceptable in principle. However, further information is required to determine the impact of the traffic from the whole site and the impact of the construction traffic on the surrounding road network.