

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: 8 May 2012

COMMENTS:

REFERENCE TO PLANS: Revised plans and submission dated 13th April 2012

RECOMMENDATION: The proposal is acceptable in principle. It is accepted that there is no need as part of this application for capacity improvements to the local highway network. However it is considered that pedestrian improvements to the junction of Skelton Grange Road and Pontefract Road should be funded as part of this development and that further details are required on the proposed improvements to the Trans Pennine Trail. Further details and clarification is therefore required before the scheme can be supported.

POLICY: T2; GP5

RED LINE BOUNDARY / HIGHWAY BOUNDARY / RETAINING WALLS /

ADOPTION ISSUES: It should be noted that the improvements to the Skelton Grange Bridge would not allow it to be adopted. The bridge will remain in private ownership with no LCC responsibility for maintenance. However the appropriate approvals should be sought from LCC Structures and Public Rights of Way teams at the detailed design stage.

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 Road.

The applicant has indicated they would accept a condition requiring the design and implementation of a lighting scheme along the unadopted length of Skelton Grange Road (including the bridge) and linking to the site. This is considered a significant improvement in terms of pedestrian access.

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No improvements have been proposed to the substandard footway or lack of formal crossing facilities at the junction with Pontefract Road. It is considered that the bridge and lighting improvements are adequate at this stage on Skelton Grange Road – further more intensive development would have to pick up the issue of substandard footways. It is considered that the formal crossing facilities at Skelton Grange Road and Pontefract Road are required as part of this application. The development would result in additional traffic through this junction and a particular increase in HGVs turning movements. While the junction can cope with this in capacity terms there will be an impact on existing and new development related pedestrians who will find it more difficult to cross.

In response to concerns raised by this section and the Council's cycling officer, the applicant has provided plans of the bridge improvements and new ramp to link to the Trans-Pennine Trail. The applicant also outlines plans to provide a new level surface access running from the 'Bow String Bridge'. These are welcome however the following comments are made:

- The plan does not show details of the proposed one-way traffic light system (including poles, lining and signing)
- There are no details on the routing and timing of the proposed supplementary path on the north east river bank. Is there space to accommodate such a link along the site frontage?
- The proposed access ramp linking the south western towpath with the bridge is welcome, however a minimum of 2.5m width should be provided. A direct stepped route between the start and end of the ramp should also be provided if feasible.
- A maintenance plan should be conditioned to ensure the ramp remains in safe usable condition for the lifetime of the development.

The developer indicates support at para 9.44 of the improvement of bus waiting facilities on Pontefract Road in the form of bus shelters and real time information. This is welcome – has Metro been consulted in this regard? The cost of providing two shelters with RTI is likely to be in the region of £40,000 and would need securing via the s106.

The extant permission provided for a protected public transport link from Skelton Grange Road to J45 of the M1. The existing access road across the site frontage allows adequate width for such a link (although it is unclear how this may work with a new cycle / footway).

Public access across the bridge and site frontage must be adequately secured. Must likely via the s106.

VEHICULAR ACCESS: The vehicle access into the site is acceptable.

Para 9.78 of the submitted documents sets out that the developer would be prepared to agree contributions towards 'long term more comprehensive bridge access solution which would be implemented as necessary when the remainder of the Skelton Grange site is developed.' It is unclear what this means or what level of contributions are proposed or when they might be paid. The detail of any such contribution will need to be covered in the s106. The developer needs to set out the basis and level of the contribution.

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INTERNAL LAYOUT / SERVICING / BINS: The internal layout is acceptable.

PARKING: The parking provision of 35 spaces is acceptable.

Cycle storage for 16 cycles has been proposed and is acceptable in number – I'm unclear whether the building roof overhang offers adequate protection from the elements for these bikes but this can be addressed at the detailed design stage via the use of a condition.

TRAVEL PLAN: Comments have been provided by the Travelwise Officer who supports the revised plan subject to clarification / confirmation of funding of cycling infrastructure.

OFF SITE HIGHWAY WORKS: It is considered that improvements to the pedestrian crossings at the junction of Skelton Grange Road and Pontefract Road are required to mitigate the impact of additional traffic. This should be secured via a Grampian condition.

Restrictions on movements are proposed by the applicant to overcome the concerns of the Highways Agency which should be secured by condition.

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

WARD MEMBER CONSULTATION RESPONSES: No further comments have been sent directly to Transport Development Services to date.

PLANNING CONDITIONS / S106:

Conditions to include:

- All construction HGVS to arrive / depart the site via Junction 44 of the M1
- Construction related HGV movements not exceed 17 two-way movements in the AM peak and 8 two-way movements in the PM peak
- Development shall not commence until a Construction Management Plan has been submitted and agreed by the LPA
- Development shall not commence until a Construction Staff Travel Plan has been submitted and agreed by the LPA
- Development shall not commence until a detailed lighting scheme covering the full length of the unadopted section of Skelton Grange Road (including the bridge and new access ramp) to the site access has been submitted and agreed by the LPA. The development shall not be occupied until such agreed scheme has been implemented.
- Development shall not commence until details of the works to Skelton Grange Bridge have been submitted and agreed by the LPA. Such works to include the provision of one-way working by traffic signal control, the provision of a 3m wide cycle / footway and new 2.5m wide access ramp to the Trans-Pennine Trail
- Development shall not commence until details of improvements to pedestrian crossings in the form of controlled facilities (and associated works) at the junction of Skelton Grange Road and Pontefract Road has been submitted

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and agreed by the LPA. The development shall not be occupied until the agreed works have been implemented.

- CHCM2Z CYCLE/MOTORCYCLE FACILITIES NOTWITHSTANDING APPROVED DRAWINGS

The S106 agreement should include the following:

- Implementation of the Travel Plan
- Payment of the Travel Plan Review fee of £2500
- Bus stop improvement works (Metro to confirm costs)
- Trans-Pennine cycle route improvements

CONCLUSION: The proposal is acceptable in principle. However, further details and clarification is therefore required before the scheme can be supported.

Nathan Huntley

Transport Development Services – 0113 390 50629