

**City Development Department
Transport Development Services**

PROPOSAL: Outline Application for residential development

LOCATION: Land off Bagley Lane/Calverley Lane, Rodley

APPLICANT: Thornhill Estates

PLANNING OFFICER: Carol Cunningham

PLANNING REF: P/12/04046/OT/W

TDS REF: TDS00331

OLD FILE REF: 2135/NE/7

DATE: 16th July 2013

COMMENTS:

Further comments following response by Optima Highway Consultants on 18/1/13 to LCC comments of 7/12/12 and subsequent T.A addendum document dated April 2013. Comments follow appeal against none determination of the planning application.

The submitted information indicates that the proposed residential development would comprise a maximum of 400 dwellings with the main access point indicated at Calverley Lane and a secondary access at Bagley Lane (via the recently approved Bellway development).

The level of development proposed dictates that the highway layout should be designed as a Type 1 Connector Street as defined in the Street Design Guide. This requires the highway layout to have a carriageway width of 6 metres where the development exceeds 300 dwellings.

Proposed Calverley Lane access.

A roundabout to access the site from Calverley Lane is proposed, it was considered at the time of the submission that the roundabout would serve the development site and the site on the opposite side of the Calverley Lane and as a technical solution it would be able to provide access to both sites. However, representation has been received on behalf of the owners of the site opposite that the roundabout would not be a suitable solution due to level constraints and easement requirements around a pylon. The applicant has been made aware of these concerns which are noted in the T.A addendum, with a statement that discussion would be held over a suitable joint solution, an acceptable solution has not been submitted to date.

In order to provide a continuous footway link from the site along Calverley Lane to Farsley Centre the applicant's have proposed the construction of a nearside footway of 2m set back along the Calverley Lane frontage. Beyond this point they propose to tie into the existing footway by reducing the carriageway width to 5.5m. This is considered to be acceptable in principle subject to detailed design.

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In addition the applicant's propose to reduce the existing National speed limit along the site frontage to 30mph. This would mean that the entire length of Calverley Lane would be subject to a 30mph limit with the National speed limit being reinstated at the junction with the Ring Road. This is a positive move in terms of highway safety and is supported subject to detailed design. Additional traffic calming features may be necessary on Calverley Lane to reinforce the change in speed limit.

Calverley Lane/Ring Road junction

The impact of the development on the junction of Calverley Lane with the Ring Road is a major cause for concern. There have been a number of accidents at this junction and in close proximity to it on the Ring Road itself. In order to accommodate the increase in traffic that the development would generate at this point a significant improvement would be necessary to improve highway safety.

The applicant has proposed within the T.A addendum an improvement scheme which increases the size of the central island and the length/width of the deceleration lane which would (i) further restrict the ability of those attempting to turn right out of Calverley Lane and (ii) would improve access to Calverley Lane for those turning left from the Ring Road. Access to the Ring Road for those turning left out of Calverley Lane is improved by inclusion of an acceleration to allow a safer merge, whilst guidance suggests that this arrangement is only appropriate to a dual carriageway, the merge is with two lanes on the main carriageway which in effect provides the same traffic condition. The arrangement proposed in Appendix E of the T.A addendum (dwg 11040-GA-05 Rev B) is considered acceptable subject to detail design.

Pedestrian / Cycle link along the Ring Road

The council has requested that the applicant provides a pedestrian and cycle link along the verge of the Ring Road from Calverley Lane to the footbridge near Priesthorpe School, this would provide a shorter, more level route to schools, including primary schools, shops on Farfield Avenue and the Pudsey railway station than existing routes. The applicants have declined to provide this piece of infrastructure and claim that pedestrians, including those walking to Priesthorpe High School would walk down Calverley Lane and through the existing residential streets towards Cote Lane in order to reach the footbridge over the A6120. This is not a direct or attractive route and is over 200m longer than the more direct route along the Ring Road. Whilst from within existing areas of development, use of a path alongside the Ring Road would only be advantageous from a small number of properties, it is considered that pedestrians from the development (particularly schoolchildren) would take the most direct route to their destination and that this would inevitably lead to pedestrians and possibly cyclists travelling along the side of the Ring Road. It is still considered that the combined footpath/cycle route along this route should be provided.

Bagley Lane (Bellway access)

The proposal is for 400 units, development of this size requires two points of access. In addition to the new access on Calverley Lane, access is also proposed through the Bellway development off Bagley Lane, whilst this is only 5.5m wide and is therefore not considered to be acceptable to serve the 400 dwellings proposed, it is

suitable as a secondary means of access to the site. The expected distribution of traffic from the development suggests that less traffic would choose to use this access compared with the Calverley Lane access.

TRANSPORT ASSESSMENT:

The applicants have submitted a Transport Assessment to demonstrate the impact of the proposals on the highway network.

The trip generation rates and trip distribution have now been agreed including an 85%ile trip rate for a sensitivity test.

Local junctions that would potentially be affected by the development have been tested taking account of committed development traffic flows. These show that the development would not have a detrimental impact on capacity on a number of minor junctions that would potentially be used by development traffic. However, there would be an impact on others that would worsen capacity notably the junctions of Old Road/Bradford Road, Rodley Roundabout and Dawson's Corner.

The applicant's have not proposed any mitigation measures at Dawson's Corner or Old Road/Bradford Road, although it is unlikely that significant improvements would be found at these junctions. However it is considered by the Council that improvement should be provided at Rodley Roundabout to improve capacity, whilst some improvements have been suggested by the applicant, they are not considered sufficient to address the impact and the Roundabout has reached a stage where its signalisation is necessary.

Traffic management: The Council along with the Bellway development has funded traffic calming measures on part of Bagley Lane and Town Street, Farsley. However, there is concern still raised by the public and local councillors that traffic speeds remain high in areas not traffic calmed, this seems to be supported by available speed measurements. Whilst not offered by the applicant, it is considered that Traffic Management measures would also be required on Town Street/Old Road and Bagley Lane to fully treat the network surrounding the site.

RECOMMENDATION: The proposals can not be supported as submitted. There are outstanding concerns that need to be resolved in relation to the site access, to pedestrian/cycle access along the Ring Road and further traffic calming measures in the area.

Addressing the impact of the development on Rodley Roundabout is crucial to the acceptability of the development, the proposals as submitted are not considered sufficient to address this impact.

It is also noted that the site does not meet the accessibility criteria to public transport as set out in the Public Transport SPD.

POLICY: T2; T2B; T2C; T2D; T5; T7; T7A; T7B; T9; T22; T23; T24; GP5; Street Design Guide SPD; Core Strategy, NPPF.

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RED LINE BOUNDARY / HIGHWAY BOUNDARY / RETAINING WALLS /

ADOPTION ISSUES: The red line site boundary should include the access road provided as part of the Bellway Development. That highway is not adopted and it is intended to be used by the applicants to connect their development to Bagley Lane.

ACCESSIBILITY – WALKING, CYCLING, PT:

The site is clearly at the boundary of what constitutes a ‘demonstrably sustainable location’.

Public Transport

The adopted ‘Public Transport Improvements and Developer Contributions’ SPD sets out that the minimum accessibility criteria for new development to be preferably be no more than 300m but should not exceed 400m from a bus stop offering a 15 minute frequency or better service to a major public transport interchange. This standard is replicated in the LCC draft Core Strategy (together with other walk distances to key facilities).

This advice is repeated in the IHT Guidelines For Planning For Public Transport In Developments.

The bus stops which offer a service to Leeds and Bradford located on Bagley Lane and Rodley Lane are all in excess of 600m walking distance from the centre of the site and are not considered to be within acceptable limits.

Other than service 16A, which operates on Bagley, none of the other bus services provide a service with a frequency of 15 minutes or better to a major public transport interchange.

New Pudsey Railway station is approximately 2.5km. The car parking capacity is due to be increased in 2013 by 173 new spaces giving a total of 440 spaces.

Walking

The quality of walking routes in the local area is variable. The most direct route to Farsley Centre is via Calverley Lane where the applicants propose to introduce a new footway to link to the existing footway to the south.

In addition to the connections to Calverley Lane and Bagley Lane the applicant’s are proposing that a number of additional pedestrian and cycle links would be introduced from the site i.e. at Petrie Street, Oaklands Road and Kirklees Close to improve connectivity of the site to the surrounding highway network and this is welcome.

The centre of the site is located at approx 800m to the outer edge of the Farsley S2 centre and therefore only part of the site is within acceptable maximum walking limits.

Cycling

From the site, a wider range of facilities are accessible by bicycle, including Farsley Centre, New Pudsey Railway Station and the Owlcotes Centre. A combined pedestrian/cycle route alongside the Ring Road would aid cycle access to the wider area.

Primary and Secondary Schools

The nearest Primary School is Farsley Springbank located on Wesley Street this is approximately 1km from the centre of the site. There are several other primary schools within the preferred maximum walking limit of 2km.

Secondary Schools

There are 2 Secondary Schools in the area. West Leeds Academy which is approximately 1.75km from the centre of the site and Priesthorpe High School which is approximately 2km from the centre of the site if travelling along the Ring Road and approximately 2.5km if taking a route through the existing urban streets to the footbridge over the Ring Road. The shorter route along the Ring Road would clearly be an attractive proposition to walkers and cyclists and is necessary to bring the site within recommended accessibility distance.

VEHICULAR ACCESS: The primary vehicular access is shown to be located on Calverley Lane. The development is then linked through to Bagley Lane using the Bellway Homes development access.

INTERNAL LAYOUT / SERVICING / BINS: An indicative layout has been submitted to show how the site could be developed. Should this outline be approved it should be conditioned that the detailed layout must be designed in accordance with the Street Design Guide. Given the sloping nature of the site, levels are likely to be a cause for concern.

PARKING: Parking must be provided in accordance with the Street Design Guide.

TRAVEL PLAN: A travel plan has been submitted and this has been passed to the Travelwise team for comment.

OFF SITE HIGHWAY WORKS: Not fully determined at this time.

ROAD SAFETY: At this stage it is considered that the applicants have proposed insufficient mitigation to accommodate the impact of the development on the highway network.

WARD MEMBER CONSULTATION RESPONSES: No direct response received from Ward Members during the agreed consultation timescales. However, a letter of objection (signed by all 3 Ward Members) has been sent to the Chief Planning Officer and this includes objections to the proposals on highway grounds.

PLANNING CONDITIONS / S106: Conditions and planning obligations will need further discussion however a S106 will be required to secure the travel plan and monitoring fee together with the public transport contribution.

CONCLUSION:

The proposals cannot be supported as submitted. There are outstanding concerns that need to be resolved in relation to the site access, to pedestrian/cycle access along the Ring Road and further traffic calming measures in the area.

Addressing the impact of the development on Rodley Roundabout is crucial to the acceptability of the development, the proposals as submitted are not considered sufficient on this aspect.

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It is also noted that the site does not meet the accessibility criteria to public transport as set out in the Public Transport SPD.

Steve Flanagan
Senior Highway Development Engineer
Transport Development Services
24 75906

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