

East Leeds Orbital Ring Road (ELOR) update

Council Officer's response to questions Jan 2016-02-12

1. What is the exact route proposed for the ELOR?

The highway designs are still being developed and detailed planning proposals have yet to be finalised and so it is not possible at this stage to define "the exact route". However, the ELOR is expected to provide a new link stretching from the Outer Ring Road at Red Hall round the eastern side of Leeds to Thorpe Park joining a new Manston Lane Link Road. At this point it would connect into the existing highway infrastructure and link to the M1 motorway. The current draft plans are now on the website and available to view at the drop-in events.

2. What are the junction and side road implications?

It is expected that there will be a series of junctions along the route at the tie-ins with the existing radial routes, these are:

- A6120 Ring Road.*
- A58 Wetherby Road.*
- Skelton's Lane.*
- A64 York Road.*
- Barwick Road.*
- Manston Lane.*

In addition Coal Road to the north of Red Hall Lane/Skelton's Lane is expected to be stopped up where it becomes bisected by ELOR. A pedestrian and cycle bridge will be provided at this location to maintain access.

3. What is the distance from the nearest existing homes on Leeds Road Scholes?

As the design is still being developed, this exact distance is still to be determined although we will be able to provide this information at a later stage prior to the submission of the planning follow the edge of the allocated housing land, which is approximately 340m from the first dwellings in an easterly direction on Leeds Road.

4. What is the distance from the main residential areas – Scholes –Thorner – Penda's fields et-al?

As the design is still being developed, this exact distance is still to be determined, although we will be able to provide this information at a later stage prior to the submission of the planning application, allowing a further opportunity to comment on the proposals. However the road will follow the edge of the allocated housing land, which is approximately 430m from the edge of Scholes at its nearest point and 500m from the first dwellings at the edge of Thorner.

5. During the examination of the Unitary Development plan the inspector concluded that the middle section of the ELE inter alia the ELOR was the most "sensitive" what weight has the council given to his view?

Where any of the Inspector's views are enshrined in policy then they will of course be given the weight due to them as part of the Local Development Framework. It should be noted that the Inspector's report was non-binding and his particular comments regarding that part of the ELE were not translated into Policy H3-3A.33 of the UDP, which is still extant. The Site Allocations Plan reflects the fact that the site was allocated for housing, which the Inspector clearly accepted in principle. Nevertheless the Council is approaching the assessment, design, planning and delivery of the whole of the ELOR with the highest degree of possible mitigation for its impact on the environment and amenity. This consultation will also seek to ensure we understand all the issues of concern for local people in taking the project forward.

6. Is the middle section between Scholes and Swarcliffe to be "in cut"?

The scheme design is still being progressed but it is generally expected to be at grade on the eastern side of the scheme and in false cutting on the western side of the scheme.

7. Will there be a loss of visual amenity?

It is proposed that landscaping and bunding will be provided that will help to soften the appearance of the ELOR within the landscape. Any potential loss or improvement in visual amenity will be identified within the Environmental Statement.

8. What landscaping is proposed?

The landscaping design is still progressing, but it is proposed to include species and planting types that will help to soften the appearance of the ELOR using native woodland and scrub species.

9. How will construction traffic access and leave the site? how and to where will spoil be disposed of?

The final plan that sets out how construction traffic will access and leave the site and where any excess material will be disposed of is yet to be determined. However a robust plan will be developed that will aim to ensure the impact of the construction phase is appropriately managed.

10. During and after construction what will be the noise implications to local communities especially those in close proximity to the ELOR?

The final construction plan is yet to be determined including the measures that will be put in place to ensure that the construction impact on the surrounding environment is reduced. However a robust plan will be developed that will aim to ensure the impact of the construction phase is appropriately managed. Similarly the impact of the network changes and traffic flow changes on noise quality is currently being assessed. It is expected that where required bunding and acoustic fencing Further details can be provided once the design and related assessments are completed.

11. What noise mitigation measures are proposed?

The impact of the network changes and traffic flow changes on noise quality are currently being assessed. Where required bunds and acoustic fencing may be used to mitigate and reduce any impacts. Further details can be provided once the design and related assessments are completed.

12. What are the implications for Air Quality?

The impact of the network changes and traffic flow changes on air quality is currently being assessed. The scheme is expected to contribute to improved air quality along the A6120 where traffic is likely to significantly reduce, although there is likely to be a deterioration in areas where traffic is due to increase. However, given the distance from the ELOR and the existing eastern edge of Leeds, existing areas are unlikely to be subject to any significant deterioration. Further details will be provided once the design and related assessments are completed.

13. What effect, if any, will the newly constructed road have on the Crossgates or Seacroft District “shopping Centre – ie will the existing Ring Road still be the main runs? The flyer Seacroft and Crossgates” What are these?

The ELOR scheme aims to improve the connectivity of East Leeds and contribute to the overall management of orbital traffic in order to reduce congestion on the existing A6120 Ring Road. It will serve the surrounding houses and businesses and provide the necessary infrastructure improvements to cope with the increased traffic created by the East Leeds Extension. In addition the scheme will involve a number of improvements to the existing outer ring road (A6120) between Red Hall and the M1. This will likely include changes to junctions, speed limits and crossing facilities to help improve the connectivity and public realm of Red Hall, Seacroft and Cross Gates and improve conditions for pedestrians, cyclists and local traffic. Further details will be provided once the designs and related assessments are completed.

14. How and where will surface water drainage from the road be disposed to ameliorat flooding? – If by balancing ponds, where will these be located?

It is proposed that surface water draining from the road will be discharged into a series of swales and ponds along the eastern side of the highway. These features will form a ‘blue-green corridor’ alongside the road providing storage for surface water during high rainfall events as well as providing additional ecological and amenity value. The exact location, shape and size of the ponds is yet to be designed but further details will be provided once the design and related assessments are completed.

15. If ultimately discharging into Cock Beck what is proposed for “oil separation”?

It is expected that the majority of surface water draining from the road will discharge into Cock Beck. A pollution control device will be fitted to every highway outfall in the scheme. It is expected that the use of swales and ponds to store surface water and slow the movement of water to Cock Beck will provide extra water quality benefit as sediments will drop out of the water within the ponds. Permanently wet ponds will also contain vegetation, which acts as further treatment to the water.

16. Is any further coal extraction envisaged?

Freehold Mineral Rights are in separate ownership to the surface freehold in some parts of the East Leeds Extension. At this stage the intentions of the owner of these rights are not part of the ground works required for either ELOR or the development of the East Leeds Extension.

17. Are there any Archaeological implications?

An archaeological assessment is presently being undertaken, and background information has been obtained from a number of sources. Fieldwork, such as the use of ground penetrating radar and where appropriate detailed excavations, will be undertaken to ensure that all aspects of the cultural heritage are adequately assessed and mitigated.

18. Will the ELOR proposals be subject to a public inquiry?

The need for a public inquiry is not known at this stage. This is unlikely to be known until at least the determination of the planning application.

19. Is the long awaited “Park and Ride” to be included in the proposals for East of Leeds and if so at what stage of development?

There has been a long-standing UDP-allocation for land on the east of the A64 York Road for a Park and Ride facility. This was originally proposed in conjunction with tram services, which are no longer to be delivered, to offer rapid transit into Leeds City Centre. The need for this facility will be kept under review as the East Leeds Extension programme develops and in terms of the longer term planning for the NGT system. It should be noted that a 1000-space P&R facility is currently being developed at the M1 J45 for the A63, to be opened in autumn 2016.