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**2018/0989**

**Applicant:** Barnsley MBC, C/o GVA HOW Planning

**Description:** Erection of new pedestrian footbridge and associated works and structures including alterations to public realm.

**Site Address:** Jumble Lane Level Crossing, Kendray Street/Midland Street/Market Gate/  
Barnsley Town Centre, Barnsley, S70 1DB

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Representations have been received from 2 parties.

### **Site Description**

The application concerns the existing railway line level crossing that is located on Kendray Street in Barnsley Town Centre and surrounding land which includes existing road surfaces and footpaths, areas of pedestrianised public realm located to the south of the Transport Interchange, Midland Street and a section of the Market Gate car park.

The majority of Barnsley residents will be familiar that the existing level crossing is served by barriers that close when trains are approaching causing an obstruction to all forms of traffic when closed posing a safety risk.

### **Proposed Development**

The proposal is to construct a new footbridge and associated access structures which would see the closure of the existing level crossing preventing it being used by all forms of traffic.

The western bridge landing would be constructed in the existing pedestrianised area located to the south of the Transport Interchange (Interchange Square) which is proposed to see its layout and surface materials reconfigured in the same way as the new areas of public realm being created as part of the Glassworks development. The bridge would then cross over the railway line to the eastern landing point which would be on the southern side of Kendray Street on land forming part of the existing Market Gate car park.

The bridge structure would be approximately 105m long in length when taking into account the steps/funicular lifts with the deck itself being just over 60m in length. There would be the option of accessing the bridge deck via stairs or a funicular lift that would be fully enclosed. Its width varies from a maximum of 8.8m at the bottom of the steps to 5m along the deck.

The most striking part of the design is the two pylon structures which would serve as a design feature to make the bridge a landmark. The pylons are proposed at 36m tall which would make the bridge the tallest structure in this part of the town centre, including the new buildings that to be built as part of the Glassworks development, where they would be 8m higher than the new cinema.

The bridge pylons and deck parapet are proposed in painted steel. The inside of the deck would be painted in a different colour to the outside to accentuate and compliment the light installation. The bridge deck and steps will be in anti-slip resin. Stairs handrail are proposed in hard wood.

The reconfigured area of public realm to the south of the Interchange/North and East of the Glassworks would include a mixture of replacement block paving, turfing, outdoor seating, bollards, tree planting and outdoor market stalls. The outdoor market stalls would be located

on the eastern and southern sides of the square, consisting of modules that would either be 4.8m or 3.6 wide x 3.4m in height with the former being able to be divided in half.

Changes to the existing situation would see the removal and realignment of existing kerbs, street trees and the statue that is a monument to the coal mining history.

## **History**

There have been a large number of previous applications at the site. The list of applications includes:-

Outline planning application 2015/0549 was approved 08/07/2015 with all matters reserved. This approved a mixed use development of Barnsley Markets and adjoining land following demolition of existing offices, bridge, part of existing market hall and multi-storey car park to provide a replacement refurbished retail / market floorspace, new retail / food and drink (Use classes A1, A3, A4), a cinema (Use Class D2), a library (Use Class D1), and new public open space, access road and associated servicing arrangements, car parking and a pedestrian footbridge across the adjacent railway to the site of the former CEAG building.

Reserved matters approval of access, appearance, layout and scale of the refurbishment and extension of Metropolitan Centre containing a mixture of markets, retail, food and drink (A1, A3, A4), and leisure (D2) uses was given 20th April last year under application 2017/0135, i.e. phase 1 of the Glassworks.

Permission was granted for phase 2 of the Glassworks comprising a mixed use development to provide new retail/food and drink (Use Classes A1, A3), cinema and leisure use (Use Class D2), new multi storey car park and service road, with access to/from Lambra Road In September last year under planning application 2017/0586.

Prior to that approval of the reserved matters for the new central library was approved 27/10/2016 and under applications 2016/0924 and 22/02/2017 (amended plans -ref 2016/1504).

2018/0279 - Erection of permanent structures and associated public realm works. Approved 25/07/2018.

Application 2015/0730 determined that Permitted Development Prior approval was not required for the Demolition of Council Offices (Kendray Street) / TEC Centre & Retail Units (Eldon St / Kendray St) / Multistorey Car Park & associated structures / Zero Ice (Alhambra Road) on 23rd September 2016.

Preceding those were a number of applications for versions of the development that were not implemented including-

2006/1082 - Mixed use redevelopment comprising retail, leisure and residential, including new market hall, public amphitheatre/ outdoor market, multi storey car park with pedestrian link bridge over railway, new pedestrian routes and means of access (Outline) – Approved with conditions 10/10/2006.

2007/1573 - Mixed use redevelopment comprising retail, leisure and residential, including new market hall, public amphitheatre/ outdoor market, multi storey car park with pedestrian link bridge over railway, new pedestrian routes (Reserved Matters) – Approved with conditions 06/12/2007

2010/0293 - Variation of condition 39 of planning consent 2006/1082. (2007/0271 Extension of time limit). Approved with conditions 03/06/2010.

2011/0714 - Mixed-use redevelopment, comprising demolition of existing buildings on application site and replacement with retail and leisure elements, including new market, multi-storey car park and surface-level car park, new pedestrian routes, public realm, means. Approved 07/09/2011.

## **Policy Context**

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

The development plan consists of the Core Strategy and saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations. The emerging Local Plan has now reached a very advanced stage with a consultation on main modification to the plan commencing in July 2018. The consultation follows confirmation from the Local Plan inspector that the plan is capable of being found sound.

This by no means represents the Inspectors overall judgement, which will not be known until the final report is issued and the examination closes. However, it does mean increasing weight can be given to the policies contained within the document although, in accordance with paragraph 48 of the NPPF, the extent of this will depend on:

- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

By virtue of the fact the policies have been tested at examination, they have been scrutinised in relation to their degree of consistency with the NPPF and it is therefore highly likely that they are sufficiently compliant. However, it will not be possible to conclude whether many of the objections have been resolved until the inspector has considered the responses to the consultation on modifications and the final report is published. The extent to which weight can be attributed to the Local Plan policies will therefore vary on a case by case basis taking into account the relevant policies and the significance of any unresolved objections.

**Proposed Local Plan Allocation – The Markets Area/Proposed Cycle Route/Jumble Lane Gateway/Priority site for Public Improvements/Better Barnsley Development Site**

Relevant Local Plan Policies would be:

TC1 'Town Centres'

Policy BTC3 – Public Spaces

Policy BTC 5 – Landmark Buildings

Policy BTC6 – Building Heights

Policy BTC7 – Gateways

Policy BTC9 – Cycling

Policy BTC12 – The Markets Area

Policy BTC13 – Development Site 1 – Better Barnsley including former TEC building and CEAG building and CEAG

Policy BTC23 – Eastern Gateway

Policy GD 1 – General Development

Policy T4 – New Development and Transport Safety  
Policy D1 – High Quality Design and Place Making  
Policy CC3 – Flood Risk  
Policy Poll1 – Pollution Control and Protection

#### Saved UDP Policies

UDP notation: Central Shopping Area/Transport Interchange/Private Car Park

#### Local Development Framework Core Strategy

CSP3 ‘Sustainable Drainage Systems’  
CSP4 ‘Flood Risk’  
CSP8 ‘The Location of Growth’  
CSP26 ‘New Development and Highway Improvement’  
CSP29 ‘Design’  
CSP31 ‘Town Centres’  
CSP40 ‘Pollution Control and Protection’  
CSP43 ‘Education and Community Facilities’

#### Revised NPPF

The revised National Planning Policy Framework sets out the Government’s planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

#### **Consultations**

Biodiversity – Wishes to see a net gain of tree planting and a commitment to native species being used before approval is considered.

Coal Authority – No objections as the Coal Mining Risk Assessment report confirms intact coal with no evidence of shallow coal mine workings.

Drainage – Identify that the site is crossed by a combined public sewer. As such they recommend that comments are sought from Yorkshire Water before the application is determined.

Highways – Request the imposition of conditions.

Network Rail – Support the proposals subject to continued liaison with Network Rail to deliver the scheme.

Tree Officer – No objections subject to conditions.

SYMAS – No objections as per the Coal Authority.

SY Police ALO – Considers the bridge design to be sufficiently open and well lit.

Yorkshire Water – Confirm that the development would be sited over the public sewerage and water supply networks located within the site. However they are content not to object subject to the imposition of a suitable condition ensuring that measures are in place to protect the pipes particularly during the construction phase, or arrangements are in place for a diversion.

## **Representations**

The application was advertised by neighbour notification letters and site notices. Representations have been received from Gala Bingo and Birdwell Wheelers Cycle Club. In summary the main grounds of concern expressed are as follows:-

Gala Bingo - The company perceives that the development would increase the severance between their building and the town centre. In addition they consider that it will make the journey on foot from the Interchange more difficult and time consuming for their customers as a result of them having to use the bridge structures.

In addition to the above they point out that the crossing on the eastern side is located on the southern side of Kendray Street which shall result in a need to cross the road in order to walk to the club. As such they query whether any new crossing points shall be put in place to help their customers reach their destination safely. They point out that many of their customers are elderly and do not have the reactions or movement of younger people and that this will create dangers and put off customers leading to a reduction in trade.

Birdwell Wheelers Cycle Club -The club consider that the proposals represent deterioration in the quality of cycling as a mode of transport in the town centre for the reason that cyclists shall be required to dismount to cross the bridge.

In their view the bridge should have been designed with ramps to enable cyclists to access and egress the deck freely. They feel that such a hindrance is a decline from the present situation where this is the case apart from when the barriers are closed.

They assert that the Council has not carried out a thorough enough engagement with appropriate local and national cycle interest groups.

They consider in its current form the proposal would fail to achieve national planning and transportation objectives about reducing the need to travel by car for environmental sustainability purposes.

They consider that absence of a design to enable cyclists to use the bridge would see it fail to contribute to other objectives including reducing obesity rates, alleviating congestion on the roads in the town centre, improvements to noise and air quality levels.

In addition they are concerned that no data is shown concerning existing or predicted cycle usage and that there is too little interpretation of the alternative on road route as also being the Trans Pennine Trail (TPT).

## **Assessment**

### Principle of Development

The supporting documentation states that the existing level crossing is considered obsolete by Network Rail and is a potential danger to public safety. For this reason they intend to close the crossing regardless of the outcome of this planning application before March of next year. Provision of a new means of crossing the railway is necessary therefore to

prevent severance on Kendray Street and is something that has been long envisaged dating back to first applications to redevelop the town centre in 2005.

Provision of better links within the town centre and other adjacent areas including the Metrodome and Oakwell are something which is expected under proposed local plan policy *BTC13 Development site 1 –Better Barnsley including the former TEC site*. The proposal would achieve this aim retaining link between the new and reconfigured areas of the town centre comprising the Glassworks east over the railway to Kendray Street towards the Metrodome and Oakwell. Based upon the above the proposal is acceptable with regards to land use planning policy considerations.

Furthermore the provision of the new outdoor market stalls would contribute towards the vitality and viability of the town centre in accordance with proposed policy TC1 'Town Centres'.

### Visual Amenity

The site is also identified as an important gateway site and a priority site for public improvements in the publication version of the Local Plan. The relevant policies seek to create distinctive new landmarks, high quality design, the best quality building materials, a strong sense of arrival, improvements to public spaces and linkages to adjacent areas.

The plans have been through a design evolution process prior to the application being submitted with the range of consultations carried out listed in the Design and Access Statement. The proposal aims to deliver on the project brief of becoming a distinctive new landmark through a combination of the substantial size of the bridge structures, its architectural design features including the two pylon structures which would become the tallest features in the area at 36m tall, the steel facing materials, the lightweight funicular lift, the after dark lighting strategy and through the uplift/modernisation of interchange square. In addition the development would not harm the views of any of the landmark buildings listed within relevant policy BTC5. The bridge would not be a building as such. However the site is located in an area that is identified to be suitable to accommodate tall buildings within the 2009 Building Heights Study. As such there is no conflict with policy BTC6 'Building Heights'. For these reasons the bridge design is considered to satisfy the range of relevant policies that includes BTC7 'Gateways' and CSP29 'Design'.

The development would also deliver other public realm improvements including an extension and reconfiguring interchange square. This will include changes to the surface paving materials, permanent structures to be used as outdoor market stalls and soft landscaping. These too are considered to satisfy the objectives of policies BTC7 'Gateways' and CSP29 'Design'.

### Residential Amenity

The nearest dwellings are located sufficiently far away from the site and are screened off from it by Harborough Hill Road so as to not be affected by the proposal from an over dominance or overshadowing perspective.

The development is aimed at maintaining and improving linkages between the town centre and the Metrodome and Oakwell. However any increase in pedestrian journeys would not generate concerns from a noise and disturbance perspective, particularly given the high existing background levels.

Noise and disturbance has the potential to cause disturbance during the construction phase. Therefore it would be necessary to impose a condition requiring an appropriate method statement, including the need to agree the route to be used by construction traffic.

Given the height of the pylons light nuisance is one area where there is the potential for an amenity issue to be caused. For this reason imposing a condition is prudent. On the other hand the risk is low because the lighting scheme has to be sufficiently subdued so as to not cause a railway safety issue.

### Highway Safety

The proposal is required to deliver safer way for pedestrians to cross the railway line than the existing level crossing and is supported by Network Rail for that reason.

The closing of the Jumble Lane crossing shall also require the new service arrangements to be implemented to serve the refurbished met centre including the markets and the Glassworks development once it is constructed. This shall involve service vehicles having to use Harborough Hill or West Way, Alhambra Roundabout and Westley Street to a new purpose built service road. This is something that has already been established through the approvals on applications 2015/0549, 2017/0135 and 2017/0586.

The removal of two way vehicular traffic flows from Kendray Street, the stopping off of Midland Street the extension of Interchange Square further south shall create a larger area of public realm that shall be free from interference from vehicles. There is no doubt that safety would not be significantly improved for pedestrians on the western side of the bridge landing therefore.

Concerns have been raised by Birdwell Wheelers Cycle Club that the plans should be re-designed with ramps to enable cyclists to use the bridge without having to dismount. However this raises safety concerns due to the potential conflicts that would occur at the top of the access structures and the bridge deck where forward visibility will be restricted. Both the handrail and lifts would enable cyclists to use the bridge which compares with Kendray Street access being prevented altogether when the Jumble Lane crossing is closed. In addition the plans include provision for secure, lockable cycle storage in the underside of the bridge abutments.

Gala Bingo have raised concerns that pedestrian access to the building from the Transport Interchange. Again however they do not appear to have appreciated that the existing level crossing is going to be closed in March next year regardless of the outcome of this planning application. Furthermore I do not subscribe to this view as following the closure of the level crossing their customers would only need to use the same pelican crossing over Schwabisch Gmund Way as they do currently. Therefore whilst the journey time might be increased slightly it would not be prevented or result in a need to cross more roads than they do at present. Pedestrians accessing the Metrodome and Oakwell can also do so using this same route or the existing one which involves using the existing crossing point underneath the Harborough Hill road system. Alternatively there is the option of walking further down Pontefract Road in order to cross in a location nearer to Grove Street.

The development may require abnormal loads to deliver the structures to the site. This is something for a construction method statement condition.

The proposals are regarded acceptable by Highways having regard to CSP26 'New Development and Highway Improvement' subject to the imposition of appropriate conditions. In addition Network Rail have not raised any concerns with their ability to continue to safely operate the railway.

## Others

### Flood Risk and Drainage

The site is located in an area of low flood risk and so this is not an issue affecting the proposal. However a condition would need to be imposed requiring a surface water management system.

Yorkshire Water have raised a concern that the development is proposed to be built over public sewerage and water supply networks. However they are content not to object subject to the imposition of a suitable condition ensuring that measures are in place to protect the pipes (particularly during the construction phase) or to ensure that arrangements are in place for a diversion/s. This is reflected in the recommendation.

### Ground conditions

The site is in a Coal Mining Referral Area. However intrusive investigation work has determined that there are no evidence of any shallow coal workings which would pose a risk to the stability of the land.

### Biodiversity

The Biodiversity Officer is seeking to ensure that the development delivers a net biodiversity gain with regards to increasing on the number of trees on the site and ensuring that native specimens are used. This can be ensured through a landscaping condition.

## **Conclusion**

In summary provision of the new bridge is necessary in order to enable continued pedestrian access between this part of the town centre and the areas to the east of Kendray Street and Pontefract Road including the Metrodome and Oakwell. This is because existing level crossing is scheduled to be closed in March next year regardless of the outcome of this planning application. As such the proposal would deliver one of the aims of intended Local plan policy *BTC13 Development site 1 –Better Barnsley including the former TEC site*. Also the provision of the new outdoor market stalls would contribute towards the vitality and viability of the town centre in accordance with proposed policy TC1 'Town Centres'.

The site is also identified as a gateway site and a priority site for improvements to the public realm. The combination of the stature of the design of the bridge, its design features most notably the pylons, its facing materials and other enhancements to the surrounding area of public realm including the reconfigured and extended Interchange Square would ensure that the development would become a landmark feature as per the aims of proposed Local Plan policies BTC7 'Gateways' and CSP29 'Design'. In addition the development would not harm the views of any of the landmark buildings listed within relevant policy BTC5, or conflict with BTC6 'Building Heights'.

The development is supported by Network Rail as the plans represent a safer way to cross the railway than the existing level crossing. In addition the closing off of Kendray Street and stopping up of Midland Street and creation of an enlarged pedestrianised area at Interchange Square would remove conflicts between vehicular and pedestrian traffic on the western side of the bridge landing. To the east the road configuration would remain much the same as the existing. As such there would be no deterioration in highway safety on that side of the bridge.

Concerns have been raised that the plans have not sufficiently catered for the needs of cyclists. However this ignores the fact that the level crossing is due for closure early next year. The provision of the bridge would therefore also enable continued ability for cyclists to cross the railway line in this location along with pedestrians that shall otherwise be prevented. The provision of ramps instead of steps or the lift is not seen desirable from a highway safety point of view to reduce the risk of collisions occurring where forward visibility is at its worse when accessing onto the bridge deck. However handrails and the lifts would provide different access options to enable cyclists still to use the bridge. In addition enhancements would be provided in the form of secure, lockable cycle storage in the underside of the bridge abutments.

The development is likely to require abnormal loads to be delivered to the site for the bridge structures and could involve night time working to avoid minimising disruption on the railway network. Therefore a construction method statement condition is required. Apart from during the construction phase the development is not envisaged to lead to any impacts harming the residential amenity of the nearest properties because of the distance and because of views being blocked off by Harborough Hill Road.

The other main issue of significance is that the development has the potential to impact on sub terrain public sewer and water supply infrastructure. However Yorkshire Water are content that the matter can be adequately covered by a pre-commencement condition to require the necessary investigation work to inform protection measures and if a diversion/s are required.

Overall the application is assessed to be acceptable subject to the conditions listed in the recommendation and is recommended for approval accordingly.

## **Recommendation**

**Grant** planning permission with conditions:-

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
**Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.**
  
- 2 The development hereby approved shall be carried out strictly in accordance with the following plans and specifications as approved unless required by any other conditions in this permission:-  
  
BGW2-IBI-XX-PN-A-F100-0011 rev 1 'Site Location Plan'  
BGW2-IBI-PB-XX-PN-A-F100-0015 rev 1 'Proposed Site Plan'  
BGW2-IBI-PB-XX-PN-L-G700-001 rev P01 'Public Realm GA Plan'  
BGW-IBI-XX-EL-A-F100-0017 rev 1 'Proposed elevations - sheet 1 of 2'  
BGW-IBI-XX-EL-A-F100-0017 rev 2 'Proposed elevations - sheet 2 of 2'  
**Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.**
  
- 3 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
  - The parking of vehicles of site operatives and visitors
  - Means of access for construction traffic
  - Loading and unloading of plant and materials

- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- Measures to control noise levels during construction

**Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with Core Strategy Policies CSP 26 and CSP 40.**

- 4 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

**Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.**

- 5 No development shall take place until full foul and surface water drainage details, including a scheme to limit surface water run off has been submitted to and approved in writing with the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented and the scheme shall be retained throughout the life of the development.

**Reason: To ensure proper drainage of the area, in accordance with Core Strategy policy CSP4.**

- 6 Prior to the development being brought into use full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained. The approved hard landscaping details shall be implemented prior to the development being brought into use.

**Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.**

- 7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

**Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.**

- 8 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved by the Local Planning Authority prior to the development being brought into use. The landscape management plan shall be carried out in accordance with the approved plan.

**Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.**

- 9 On commencement of development a scheme for the provision of lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle and luminance of the lighting. The approved details shall be implemented prior to the development being brought into use and retained as such thereafter.  
**Reason: To protect the amenity of existing and future occupiers from glare and/or nuisance light in accordance with Core Strategy Policy CSP 40.**
- 10 No development shall commence until a scheme for protecting the water and waste water infrastructure that is laid within the site boundary has been submitted to and approved by the Local Planning Authority. Construction in the relevant areas of the site shall not commence until the protection measures have been fully implemented in accordance with the approved plans. If the infrastructure is to be closed or diverted, the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that prior to construction in the affected area, the approved works have been undertaken.  
**Reason: In order to allow sufficient access for maintenance and repair work at all times.**
- 11 All surface water run-off shall be collected and disposed of within the site and shall not be allowed to discharge onto the public highway  
**Reason: in the interests of road safety.**
- 12 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:
- Provision of pedestrian crossing facilities on Kendray Street/Pontefract Road to the east of the railway line;
  - Measures to prevent vehicular/pedestrian movement at the level crossing;
  - Provision of/amendments to Traffic Regulation Orders;
  - Removal of redundant signal infrastructure to the west of the railway including the interface into the railway signal box;
  - Changes to signal configurations;
  - Provision of LED traffic signals with nearside/on crossing detection;
  - Any necessary signing/lining;
  - Provision of/any necessary alterations to street lighting;
  - Provision of/any necessary alterations to highway drainage;
  - Any necessary resurfacing/reconstruction.
- The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.  
**Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26**
- 13 Development shall not commence until details of the phasing of the development has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.  
**Reason: To ensure a safe and adequate highway network, in accordance with Core Strategy Policy CSP 26.**
- 14 All redundant vehicular accesses shall be reinstated as kerb and footway prior to the development being brought into use.  
**Reason: To ensure a safe and adequate highway network, in accordance with Core Strategy Policy CSP 26.**

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