



Leeds
CITY COUNCIL

Natural Resources and Waste

Leeds Local Development Framework



Development Plan Document
Policies Minerals 13 and 14

Adopted September 2015

MOVEMENT OF MINERALS AND OTHER FREIGHT

- 3.33 This Plan aims to meet the local target for aggregate provision through safeguarding and allocation of sites. Leeds does not produce the right quality of aggregate needed for concrete-making and therefore will need to import aggregates from outside the District. In line with the strategic objective for a low carbon economy, Leeds aims to make the most of the opportunities in the District for the movement of freight by canal and rail. We propose to assist this by safeguarding existing sites that can be used for canal or rail-based freight purposes and allocating new sites where appropriate. This will help to ensure that important sites with freight potential are protected from pressure for other permanent uses and to encourage further investment in the canal and rail infrastructure. This will also help ensure we have sufficient sites for concrete batching and asphaltting operations and that they are located in the industrial parts of the south-east of the District where their impact on the environment and housing is minimal. Supporting industries in this way helps to ensure their future survival by enabling them to operate more efficiently. Historically, Leeds had a strong basis in manufacturing and whilst the local economy has focused more recently on finance and law, by supporting manufacturing industry it helps to promote a strong, diverse economy.
- 3.34 The Freight Topic Paper 2014 includes a summary of existing and potential freight movements in and out of Leeds. Additionally, detailed evidence is presented in two studies, 'Potential for the use of Non-Road Freight Modes for West Yorkshire, April 2014' and the 'Marine Aggregate Report, 2013'. The Freight Study recognises that Leeds has a strong synergy with the Humber Ports and that the Stourton area offers genuine tri-modal freight development opportunities that would have much lower 'entry costs' than other similar schemes elsewhere in the country. This Plan aims to support these opportunities so that sites can be taken forward and actively marketed by interested commercial parties. The Marine Aggregate Study concludes that it is likely that in the medium to long-term land-won aggregate will be replaced by marine-won aggregate from the North Sea. This Plan needs to make provision for this in ensuring that marine-won aggregate can be transported into Leeds from the East Coast and Humber Ports using rail and /or canal.
- 3.35 The main focus of current rail freight activity is in the Stourton area where aggregate is brought to each of the mineral processing plants by rail. It is also the location of the Freightliner sidings which are one of the busiest rail container terminals in Britain. Over the plan period there is potential for further rail freight activity in that area and for aggregate to be conveyed onward to sites within a short distance of the rail sidings.
- 3.36 The Aire and Calder Navigation connects to the Humber Ports and has been identified by the Canal and River Trust as a Priority Freight Route. It has potential for greater use for freight movements. The focus of the following policies is to safeguard sites for unloading in order to protect the ability to use the canal for freight movement. The Canal and River Trust advise that freight activities can take on average two years to implement. To avoid sites being left vacant, temporary employment uses will be considered on protected wharf sites.

MINERALS 13: TRANSPORT MODES

1. The following existing rail sidings and wharves are safeguarded to protect them from development that would prejudice their long term availability for rail or canal freight.
 - Site 13 Rail Sidings at Whitehall Yard
 - Site 14 Canal wharf at Stourton
 - Site 15 Canal wharf at Old Mill lane, Hunslet
 - Site 16 Rail sidings at Pontefract Road, Stourton
 - Site 17 Rail sidings at Knowsthorpe Lane
 - Site 18 Canal wharf at Fleet lane, Woodlesford
2. Site 20 Skelton Grange Road, Stourton is allocated for provision of a new canal wharf and associated employment activities which will utilise movements of freight by canal.
3. Site 21 Bridgewater Road South is allocated for employment activities which will utilise movements of mineral freight by rail.

Proposals are expected to incorporate suitable landscaping to protect views and amenity from nearby existing and proposed residential allocations to the north and the river/canal.
4. Short term / temporary uses which do not utilise rail or canal freight may also be accepted on sites 20 and 21 providing they do not prejudice the long term use of these sites for rail or canal freight.
5. An Intermodal Freight Area is identified at Stourton, as shown on the Policies Map, where commercial activities that can make use of the rail and water freight opportunities are encouraged.
6. Site 19 Skelton Grange rail spur, provides rail access to the former power station site at Skelton Grange (site 200) and is safeguarded to preserve the future opportunity for rail freight.

3.37 'Saved Policy T31 from the Leeds Unitary Development Plan (Review) 2006 is superseded by Minerals Policy 13 above (in combination with Core Strategy Policies SP1 and EC1a).

3.38 There are limited opportunities for rail and wharf facilities in Leeds and it is important that the sites identified in this Plan have every opportunity to develop and flourish for these uses. Nevertheless the Council recognises that land should not be sterilised indefinitely if there is no reasonable prospect of the sites being used for such purposes. Applications for alternative uses on a safeguarded or allocated wharf or rail siding will be considered in terms of their benefits weighed against the loss of the non-road freight opportunity using the following criteria based policy:

MINERALS 14: CRITERIA FOR ASSESSING ALTERNATIVE DEVELOPMENT ON PROTECTED WHARVES AND RAIL SIDINGS

Canal wharves and rail sidings listed in Policy Minerals 13 are protected from other development unless the applicant can demonstrate compliance with one of the following criteria:

1. The development is of a temporary nature and would not prejudice the longer term ability of the site to utilise movements of freight by canal or rail, or
2. The applicant is able to demonstrate that in the case of a safeguarded wharf/rail siding that an adequate replacement wharf/rail siding has been provided or
3. A sufficient supply of sites will remain in the district, readily available and of at least the same functional capability (including proximity to relevant economic centres), so as not to prejudice the objective of encouraging a shift from road freight, or
4. The applicant is able to conclusively demonstrate, through the provision of current and forecast marketing evidence, that the site is unlikely to be used for freight purposes.

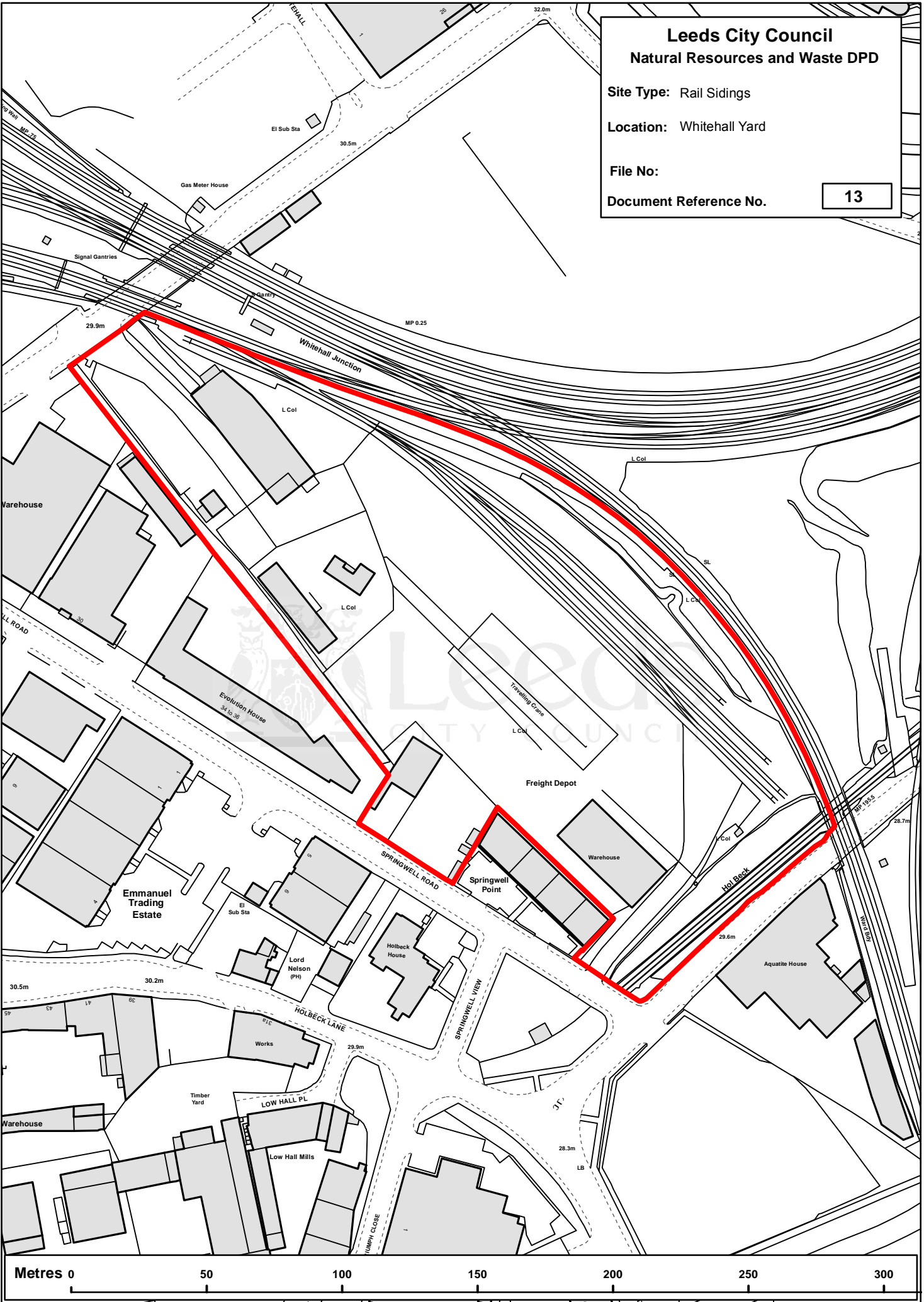
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Site Type: Rail Sidings

Location: Whitehall Yard

File No:

Document Reference No. 13



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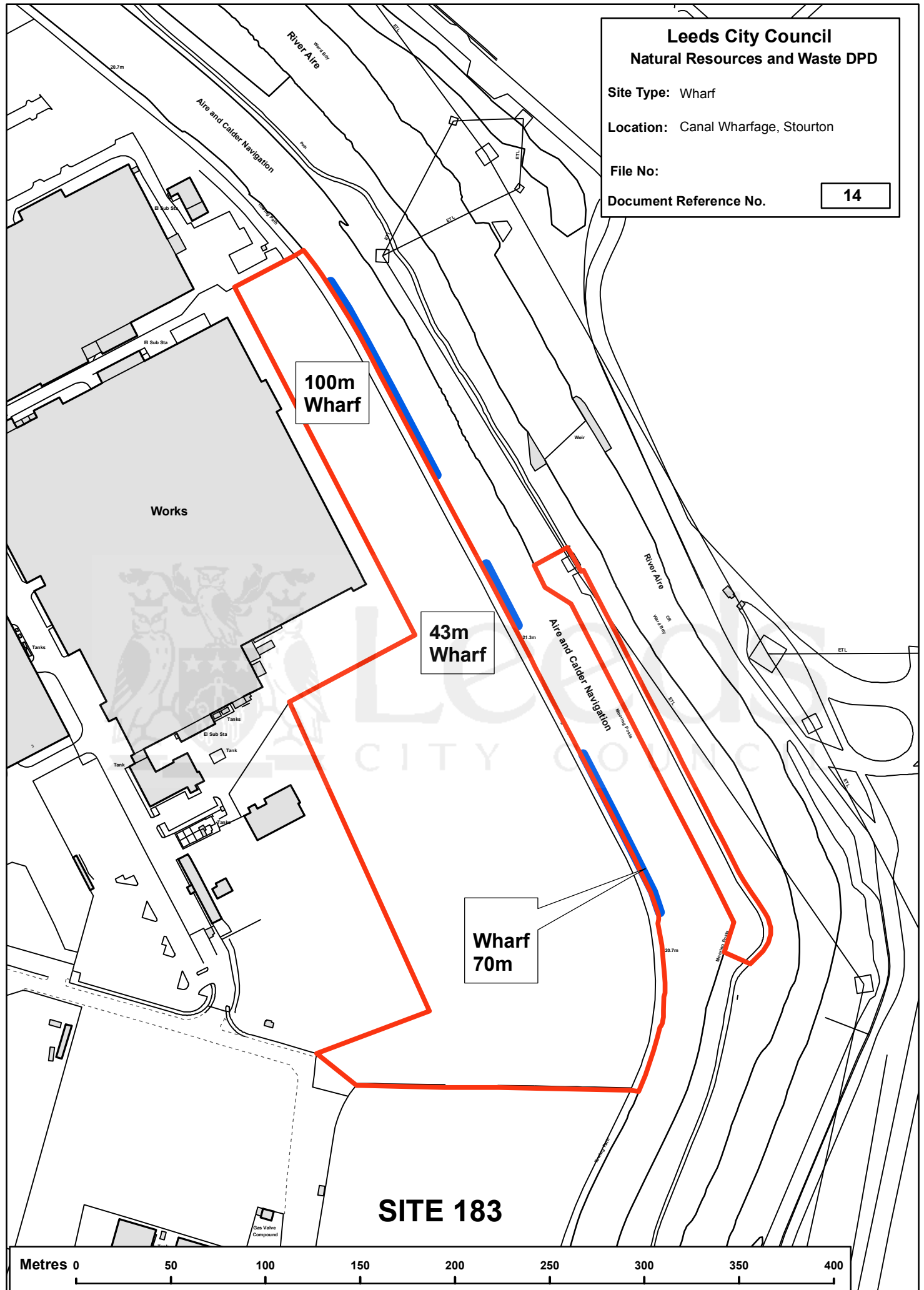
Site Type: Wharf

Location: Canal Wharfage, Stourton

File No:

Document Reference No.

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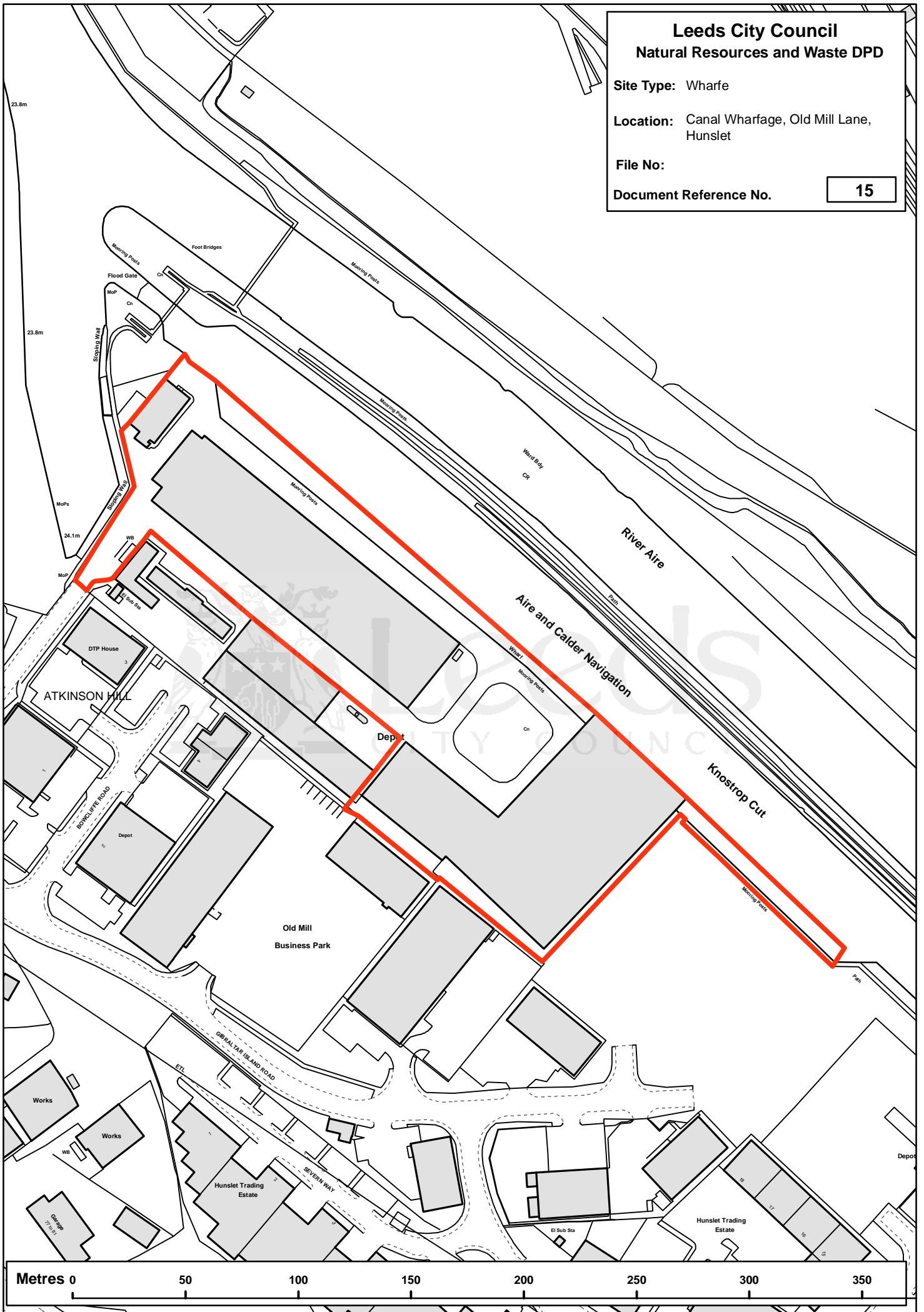
Site Type: Wharfe

Location: Canal Wharfage, Old Mill Lane,
Hunslet

File No:

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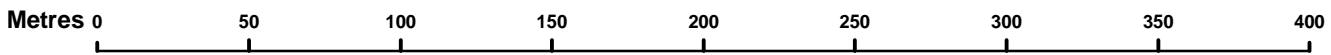
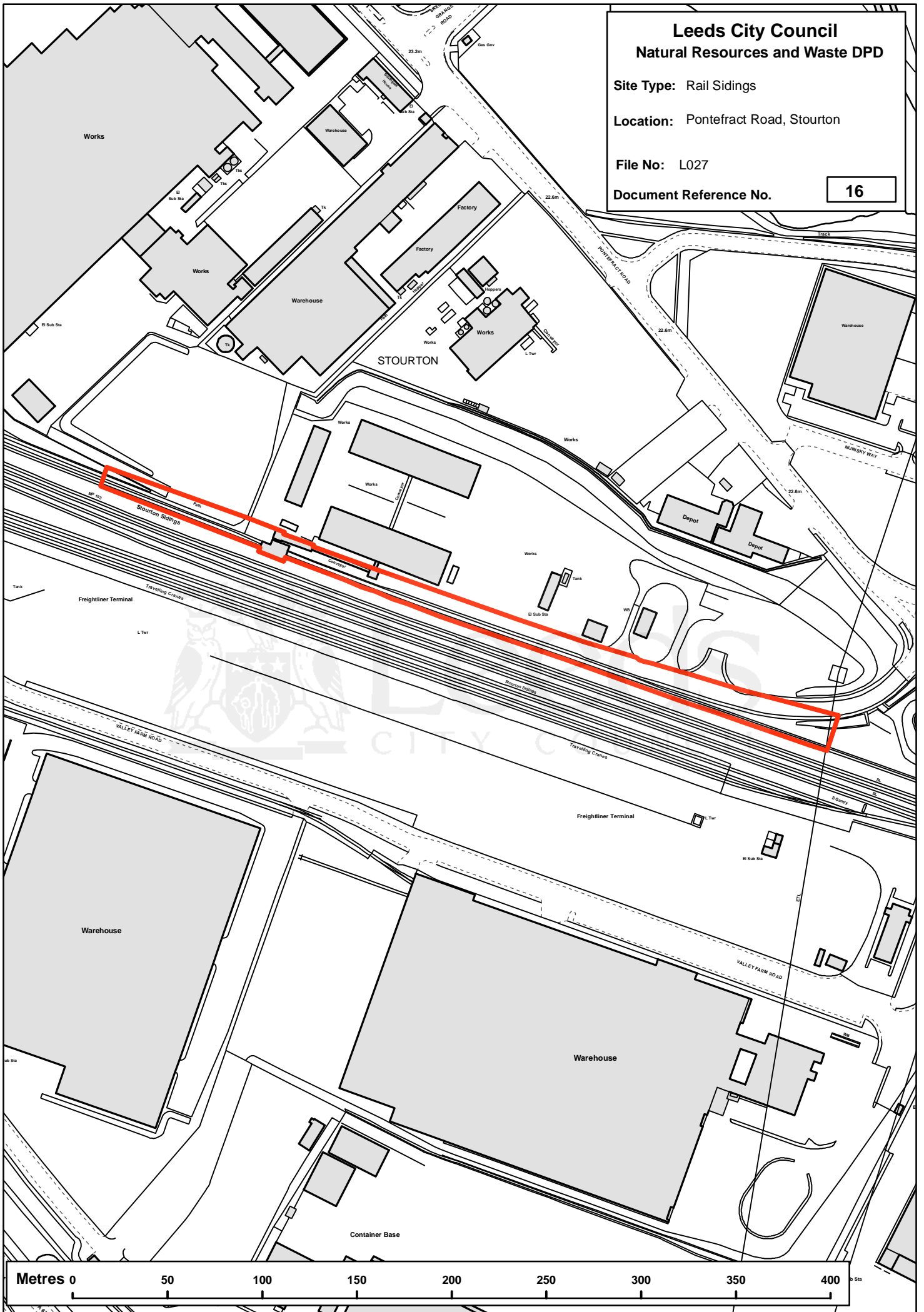
Site Type: Rail Sidings

Location: Pontefract Road, Stourton

File No: L027

Document Reference No.

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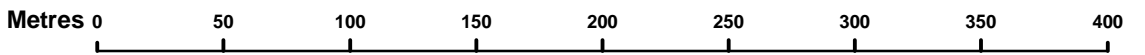
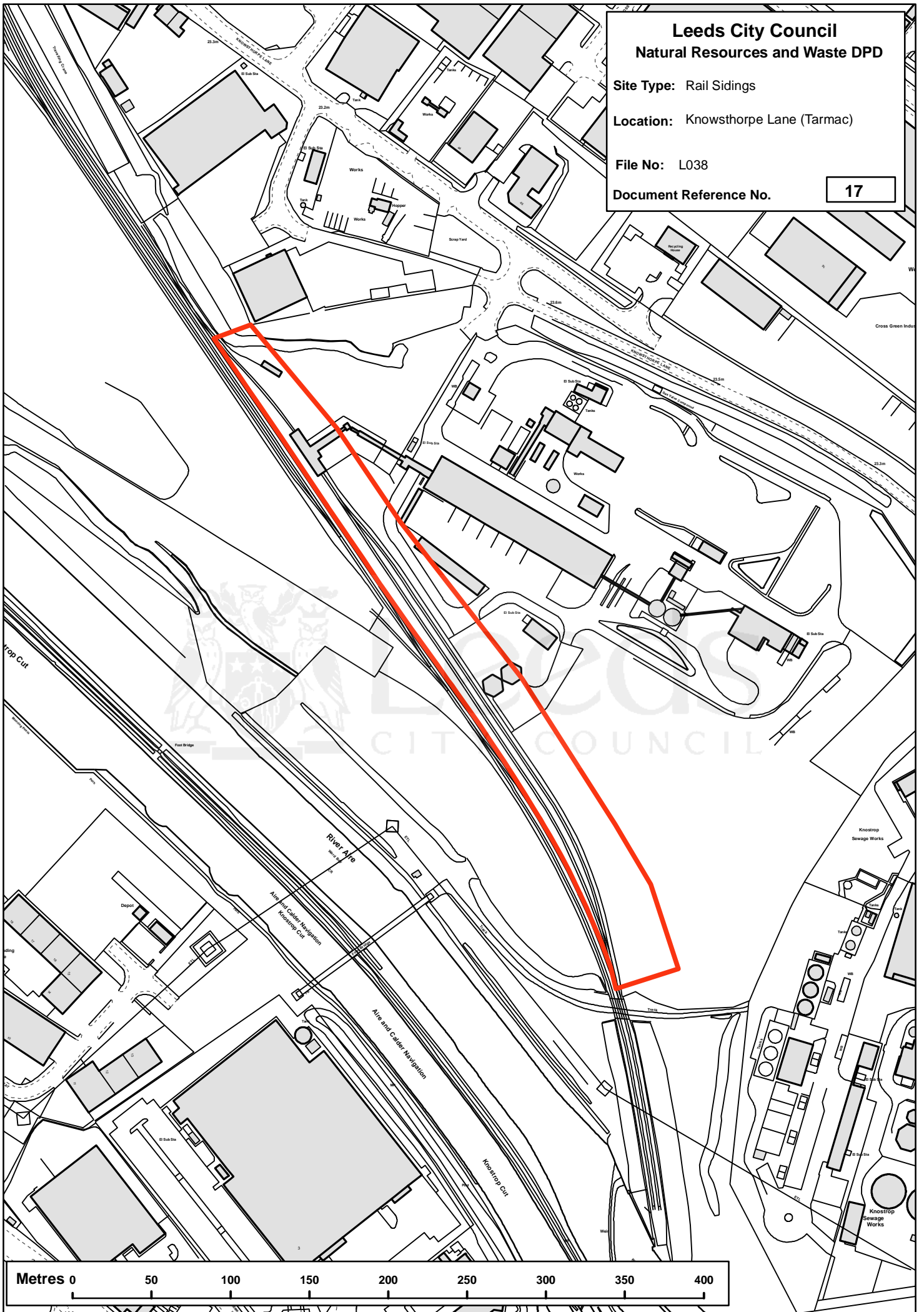
Site Type: Rail Sidings

Location: Knowsthorpe Lane (Tarmac)

File No: L038

Document Reference No.

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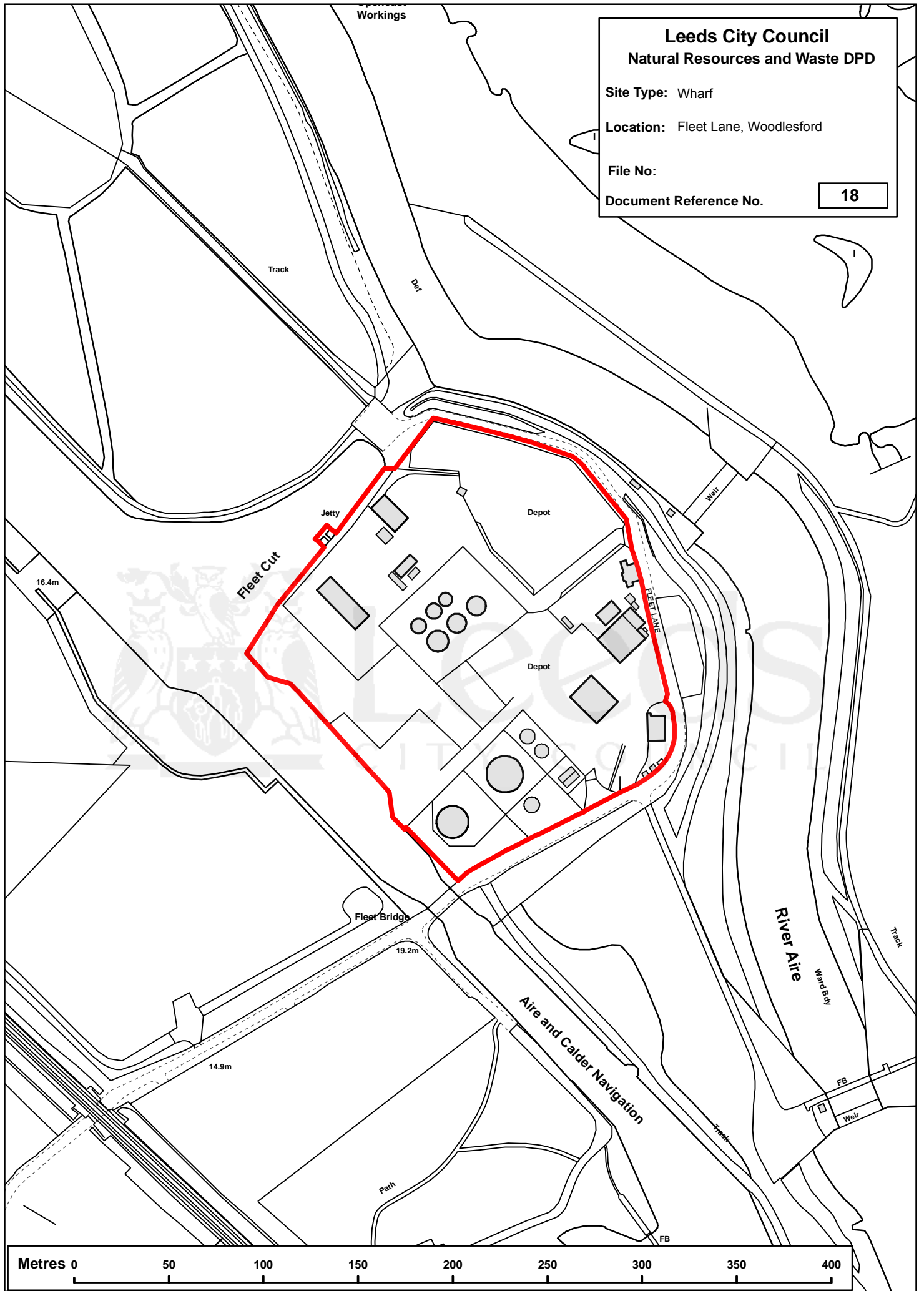
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Site Type: Wharf

Location: Fleet Lane, Woodlesford

File No:

Document Reference No. 18

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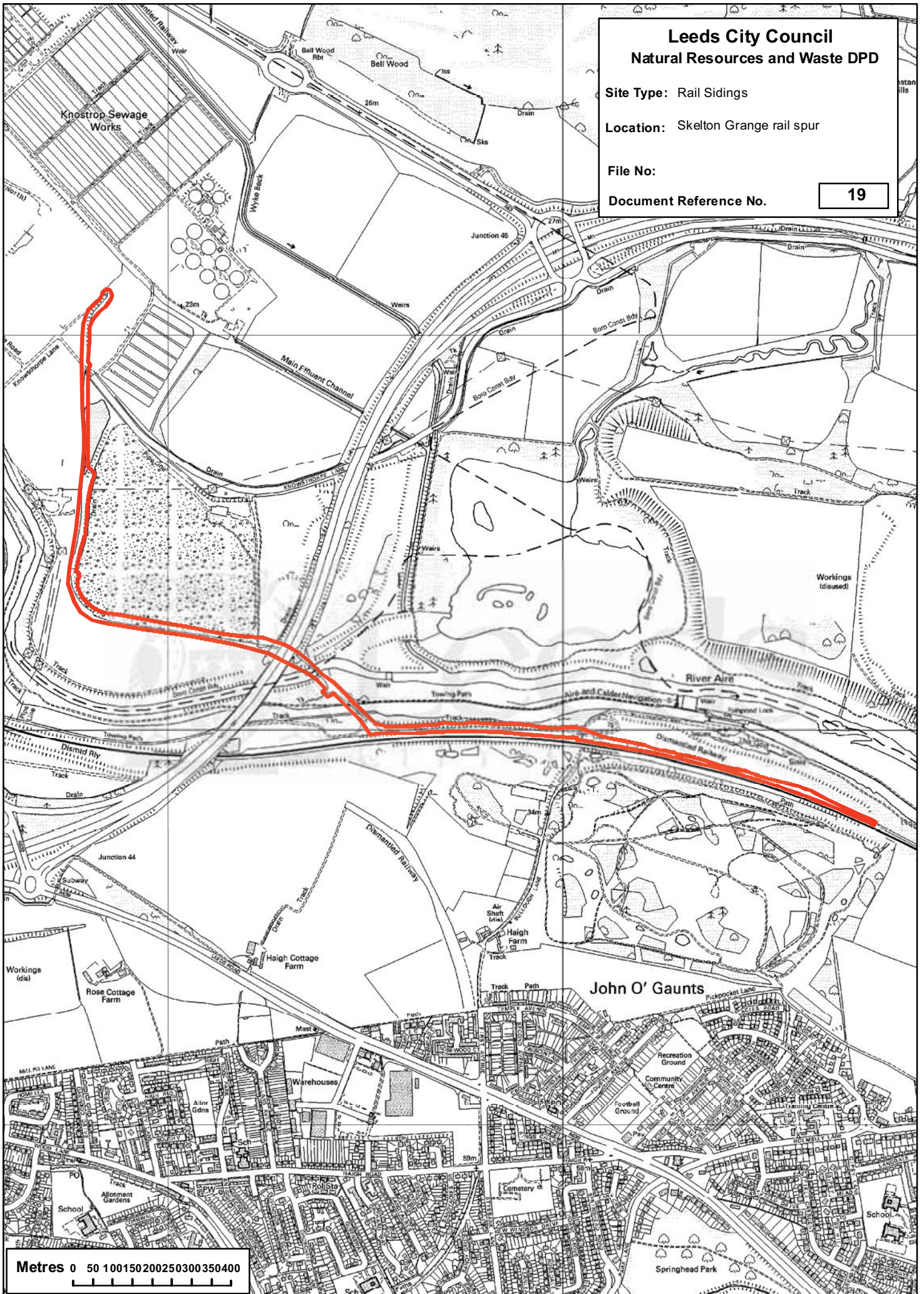
Site Type: Rail Sidings

Location: Skelton Grange rail spur

File No:

Document Reference No.

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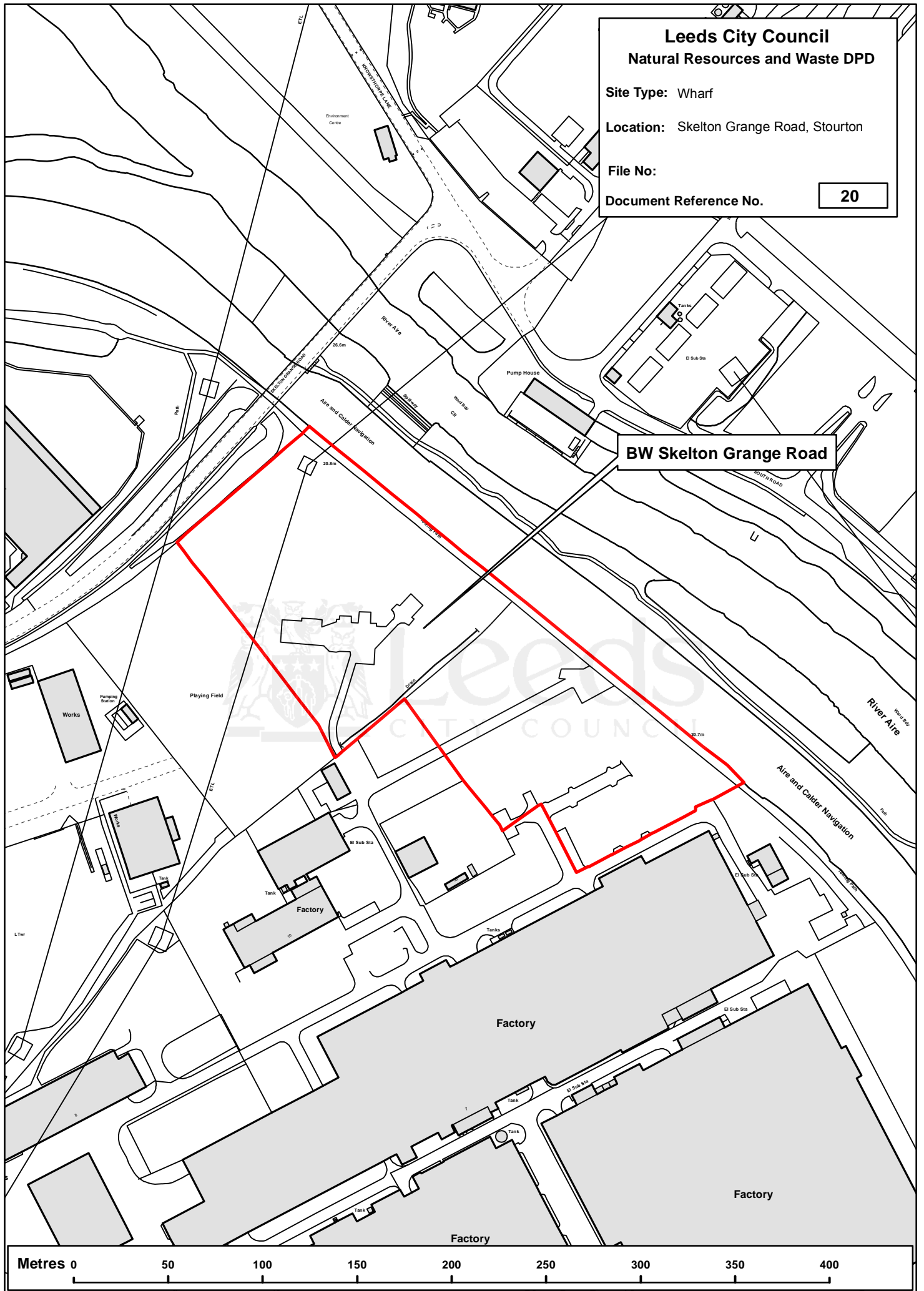
Site Type: Wharf

Location: Skelton Grange Road, Stourton

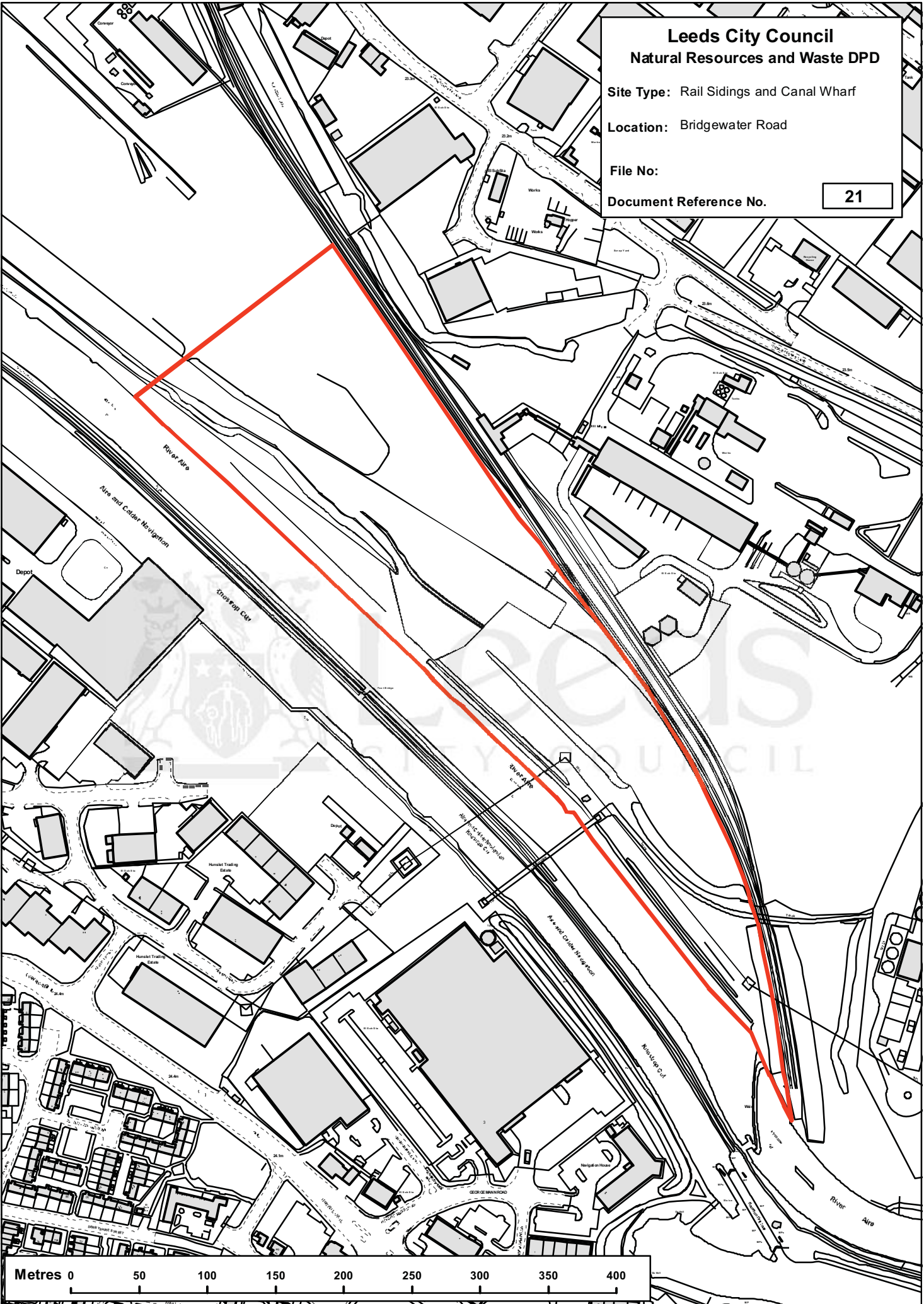
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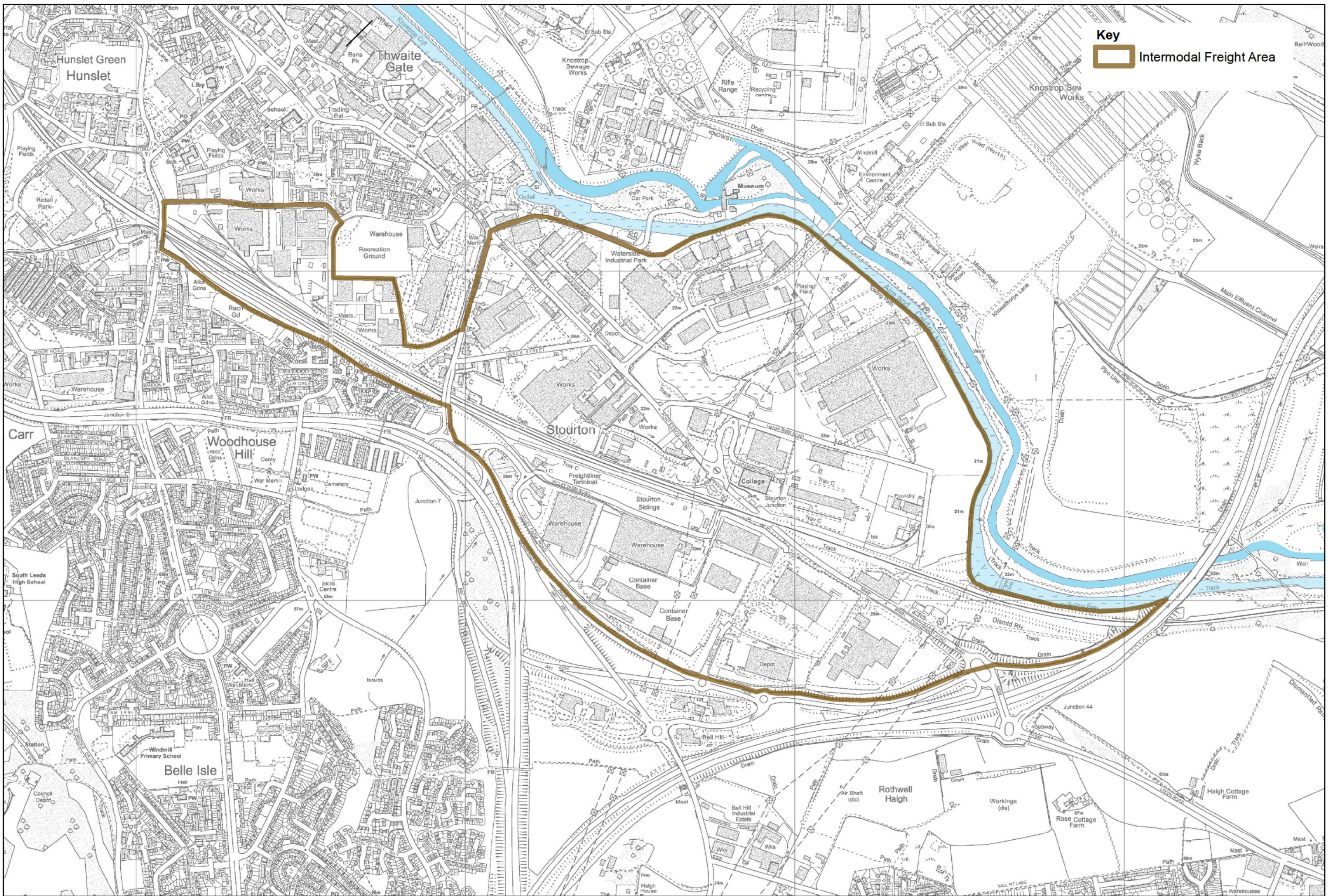
Document Reference No.

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Site Type: Rail Sidings and Canal Wharf
Location: Bridgewater Road
File No:
Document Reference No. 21





Key
 Intermodal Freight Area

Contact Details

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