

Public Document Pack

PLANS PANEL CITY CENTRE – THURSDAY 7 JULY 2011

AGENDA ITEM 7 EASTGATE AND HAREWOOD QUARTER - ADDITIONAL DOCUMENTATION

Since the despatch of the agenda for the meeting of Plans Panel City Centre scheduled for 7 July 2011, officers have requested that additional documentation be made available for you in relation to the Eastgate & Harewood Quarter application.

Copies of the following are attached:

- Copy of amendments made to the officer report
- Copy of letter sent from the Chief Planning Officer to CBRE

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PLANS PANEL CITY CENTRE – THURSDAY 7TH JULY 2011

AGENDA ITEM 7 – EASTGATE AND HAREWOOD QUARTER

Addendum containing corrections to the Report 11/01000/OT

1. Page 19 – Recommendation has changed to read:

Defer and Delegate to the Chief Planning Officer to grant Outline Planning Permission, subject to the specified conditions (and any minor variations and any others which might be considered appropriate) and following completing of a Section 106 Agreement to cover the following matters:

1. A public transport infrastructure improvements contribution of £749,992.00,
2. The employment and training of local people,
3. A Travel Plan monitoring and evaluation fee of £15,000.00,
4. The provision of an area defined for Kirkgate Market's use only for traders parking, loading and unloading,
5. The provision, maintenance and the hours of public access of defined areas of public realm and landscaping,
6. The provision of 2 Leeds Car Club spaces and a contribution of £9,000.00 to fund a one year membership of the car club for employees,
7. A public realm and landscaping strategy,
8. The protection of the NGT public transport corridor.

In the circumstances where the Section 106 Agreement has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Chief Planning Officer.

2. Page 21 – Reference to Policy T2D to be added to Reasons for Approval after Policy T2C.

3. Page 60 – Paragraph 10.82 1. is to read “A Public Transport Infrastructure Improvements Contribution of £749,992.00 in accordance with Policies T2 and T2D as detailed in correspondence dated 9 June 2011 at Appendix 4”.

4. Page 67 – To add after T2C in Appendix 2 “T2D states that there will be a requirement for developer contributions where public transport accessibility to a proposal would otherwise be unacceptable”.

Appendix 4

Correspondence of 9 June 2011.

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Our Ref: 11/01000/OT

Date: 9th June 2011

Dear Jay

Re: Eastgate and Harewood Quarter – Public Transport Contribution

I refer to our previous correspondence on this matter, and in particular my last letter dated the 19th November 2010 which focused on the detail behind a method for calculating a Public Transport Contribution (PTC), together with my letter of the 8th November that focused on the policy justification for seeking a PTC.

In this regard, I will not re-produce the content of those letters here, suffice to say that the starting point for the Council's requirement for a PTC is the Leeds UDP Review and that the relevant policies in this case are policies T2 and T2D.

Policy T2D requires developer contributions or enhancements 'where public transport accessibility to a proposal would otherwise be unacceptable.' This policy is amplified in the adopted 'Public Transport Improvements and Developer Contributions' SPD. Only if policy T2D is engaged, do we move onto the next step and refer to the framework within the SPD for quantifying contributions for the required public transport contribution.

Following the submission of the Outline Planning application in March 2011, we have reviewed the submitted Transport Assessment and Travel Plan in consultation with Metro in order to determine the level of public transport accessibility to the proposed scheme, and whether there would be a significant impact on the public transport network.

Our view is that the current level of public transport accessibility would be unacceptable for the proposed scheme and that a requirement for a public transport contribution or enhancements is triggered under Policy T2D of the UDP requiring the proposals to be further assessed against the framework of the SPD.

The Transport Assessment shows that the proposals will generate in the region of 13,500 footfall customers per day, with a significant proportion of these being new trips to the city centre. In addition, there would be a number of staff trips associated with the creation of some 4,000 new jobs. A proportion of these new trips will need to be accommodated on the public transport network and these, in our view, are likely to present a significant travel impact on an already stretched public transport network.

We do not therefore agree with the conclusions in the submitted TA that public transport accessibility is adequate or that the proposed transport measures will totally mitigate the impacts of the scheme. Whilst specific localised mitigation is being offered in the vicinity of the site, such as bus gates, bus diversions, junction improvements, new bus stops and bus facilities, there will still be some residual impact on the wider network. In the absence of any specific further enhancement proposals, mitigation would need to be addressed by a financial contribution to the specific proposals as set out in Appendix 1 to the SPD in order to deliver an acceptable level of public transport accessibility.

Turning to the SPD itself, we have exchanged correspondence examining a detailed methodology for calculating a public transport contribution based, amongst other things, on the number of customers, modal splits for visitors and staff, the proportion of people making linked trips to the scheme / city and so on. All of this correspondence was undertaken in 2010 prior to the submission in March this year of the application and Transport Assessment.

Since the Transport Assessment was submitted, significant additional work has been carried out between Watermans, LCC Highways and Metro. As a result of this work, changes have been agreed between LCC Highways and Watermans that have culminated in the submission of a revised Travel Plan. I also understand that a formal Addendum to the Transport Assessment to reflect the agreed changes is due imminently.

Taking into account the updated technical evidence we have calculated a requirement for a Public Transport Contribution of £749,992. For completeness, I've attached a calculation demonstrating the methodology, including an apportionment for additional discounts pursuant to paragraph 4.5.3 of the SPD.

I trust the above is agreeable to your client and look forward to confirmation as such. The draft s106 agreement should be amended and wording agreed in regard to the PTC prior to the Plans Panel date of 7th July.

Yours sincerely



Phil Crabtree
Chief Planning Officer