

LEEDS LOCAL ACCESS FORUM

Meeting to be held in Civic Hall on
Tuesday, 14th July, 2009 at 6.30 pm

MEMBERSHIP

Phillip Maude - User of local rights of way
Jerry Pearlman - User of local rights of way
Mike Willison - User of local rights of way
Steven Wood - User of Local Rights of Way
Vacancy - User of Local Rights of Way
Vacancy - Owners and Occupiers
Vacancy - Owners and Occupiers
Vacancy - Owners and Occupiers
Councillor C Fox - LCC
Councillor J Illingworth - LCC

A G E N D A

- 1 **Apologies for Absence**

To receive apologies for absence (if any).
- 2 **Election of Chair**

To elect the Chair of the Leeds Local Access Forum for 2009/10. Members are requested to submit any nominations to the Forum Secretary prior to the meeting.
- 3 **Election of Vice Chair**

To elect the Vice Chair of the Leeds Local Access Forum for 2009/10. Members are requested to submit any nominations to the Forum Secretary prior to the meeting.
- 4 **Chair's Opening Remarks**

To receive the Chair's opening remarks.
- 5 **Declarations of Interest**

In accordance with Regulation 6(8) of the Local Access Forums (England) Regulations 2007 Members of the Forum are required to declare any direct or indirect interests. A direct or indirect interest might reasonably be regarded as one which might affect a Member's well being, financial position, or business (direct) or that of a relative or friend (indirect) to a greater extent than that of other council tax payers, ratepayers or other inhabitants of the area.
- 6 **Minutes of the Last Meeting** 1 - 4

To consider the minutes of the last meeting of the last meeting held on 14th May 2009.

(Please see attached)
- 7 **Matters Arising from the Minutes**

To consider any matters arising from the minutes of the meeting.
- 8 **DEFRA GUIDANCE**

Members to receive the most up to date Guidance for Local Access Forums issued by DEFRA.

(Attached separately)
- 9 **Gating Orders** 5 - 20

The Forum is requested to comment on the following Gating Order:
 - Leasowe Garth, Hunslet, Leeds

- 10 **Site Visit - St. Aidan's**
- To discuss the recent site visit to St. Aidan's and make recommendations as necessary.
- 11 **Leeds Flood Alleviation Scheme Consultation** 21 - 46
- To compile a response to the consultation on the Leeds Flood Alleviation Scheme. Further information can be found on the websites for Leeds City Council and the Environment Agency.
- (Information Attached)
- 12 **Consultation - New Generation Transport Scheme** 47 - 60
- To respond to the consultation on the New Generation Transport Scheme. Information on the consultation is attached however Members may also wish to visit the consultation website <http://www.ngtmetro.com/>.
- 13 **Rights of Way Update**
- To receive an update on the progress of the Rights of Way Improvement Plan and any other matters in relation to rights of way.
- 14 **Correspondence from DEFRA** 61 - 64
- 15 **Forum Matters**
- To provide Members an update on several Forum issues including expenses, car parking and recruitment of new members.
- 16 **Date and Time of the Next Meeting**
- The next meeting of the Leeds Local Access Forum will be In September 2009

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Agenda Item 6

Leeds Local Access Forum

Thursday, 14th May, 2009

PRESENT: Dr. M. Willison in the Chair

M. P. Maude and Mr. S. Wood

IN ATTENDANCE:

- Roger Brookes – Public Rights of Way Development Officer
- Bob Buckenham – Assistant Countryside and Access Manager
- Laura Pilgrim – Governance Services

51 Apologies for Absence

Apologies for absence were received from Councillor Fox and Mr. J. Pearlman.

52 Chair's Opening Remarks

The Chair noted that the meeting had begun inquorate however Members and officers agreed to proceed with the meeting. The meeting later became quorate.

RESOLVED: That the opening remarks be noted.

53 Declarations of Interest

No declarations of interest were declared.

54 Minutes of the last meeting

The minutes of the last meeting of Leeds Local Access Forum held on 17th February 2009 were agreed as a correct record subject to one minor amendment.

RESOLVED: That the minutes be approved.

55 Matters arising from the minutes

The Forum was advised that since the last meeting a new Member, Mr. J. Pearlman, had been appointed to the Forum. More efforts to recruit be Members would be made over the summer.

RESOLVED: That the update be noted.

56 England Access Forum

The Forum received the minutes of the last meeting of the England Access Forum (EAF) held on 11th March 2009. Members noted that Gating Orders had been discussed and noted that the Policy which existed in Leeds required that Gating

Draft minutes to be approved at the meeting
to be held on Tuesday, 14th July, 2009

Order were reviewed annually and presented to the Leeds Local Access Forum for consideration.

The following issues were addressed:

- In terms of Diversity and Equality Members were advised the Leeds did have policies in place for disabled vehicle access to public rights of way and that certain types of vehicle were considered as having the same rights as pedestrians.
- There were a number of issues when addressing disabled access including using access gates and not stiles, slopes, surfaces and terrain.

RESOLVED: That the minutes be noted

57 Regional Access Forum

The Forum received the an update on the last meeting of the Regional Access Forum (RAF) held in March 2009 which both the Chair and Mr. Wood attended as representatives of Leeds Local Access Forum. There were 22 representatives from 12 Local Access Forums in the Yorkshire and Humberside area and any feedback was passed on to the England Access Forum. Representatives present were requested to share their successes and challenges. The Hull and East Yorks LAF reported that it had a working group to deal with specific area such as grass verges and that major road schemes and planning applications came to the Forum. Its challenges included equestrian links in urban areas and how to engage with younger age groups e.g. through a Junior LAF. Working groups in the Yorkshire Dales LAF were proving to be successful. Barnsley LAF had funding to spend on projects as it saw fit. Wakefield LAF reported that it had recently completed a self-assessment. North Lincs. LAF noted a lack of funding in relation to rights of way which could be linked to a decrease in landfill and business tax. Rotherham LAF reported it appointing authority had a CRoW Act Officer with a budget of £25k but was challenged by not spending the budget in 12 months. Mid Linc. LAF reported success with on-line mapping that included not only definitive route but also whether was is a roadside verge or footway. The North York Moors LAF is well-supported by the National Park Authority; all new members receive an information pack and shadow an officer. Its main challenge was not being pro-active.

There had been presentations on Disability and Access to the Countryside, and Coastal Access in Yorkshire and the Humber Region

Members were reminded that in relation to disabled access there were statutory requirements which officers had to adhere too. It would be expensive to complete an access audit of all routes within the authority which excluded the cost of fixing any of the problems which were identified. There were sources of information such as Open Country which was a charity providing information on levels of accessibility of public rights of way. Members suggested that the information published on line with the Definitive Map should include where paths were suitable for disabled access. However Officers stated that the Definitive Map was a legal record and not for recreational use however there were other possible areas where the information could be provided. Access Gates had been installed in Golden Acre Park as a cost of £450 each and the local authority had worked with the Wildlife Trust in funding

these gates. The Forum suggested that the either the RAF or the EAF should develop a toolkit for local authorities and other groups which identified alternative sources of funding.

RESOLVED: That the update be noted.

58 Site Visit - St. Aidan's

The Leeds Local Access Forum had arranged access to the St. Aidan's site prior to its completion. Members were advised that a specific date and time would be confirmed once officers had agreed access with the site warden. The proposed date was the 8th or 9th July 2009 and Members could meet at the Red Hall Offices at 18:00 hours or at an agreed point on the site at 18:30 hours. Confirmation of the arrangements would be made once the date had been confirmed and maps of the site would be provided to Members also. Members raised the issues as to whether members of the local community should be invited to the site. Officers informed Members that there may be issues in relation to access for a large number of people to the site and also obtaining the consent for access for UK Coal would have to be sought. There were local community groups in the area who had been in regular contact with UK Coal in relation to the site.

RESOLVED: That confirmation of the details of the site visit will be circulated to all Members.

59 Rights of Way Improvement Plan

Members of the Forum were provided with an update on the Rights of Way Improvement Plan (ROWIP). Officers advised that the document was available electronically however there was still a delay in sending the document to be printed. There was currently no existing budget which had been allocated to the work identified in the ROWIP. Members agreed that the Forum should receive regular updates on the progress of any works completed which were covered under the ROWIP to ensure that the document was acted on. It was also agreed that a letter from the Forum be sent to Planning Policy advising that the ROWIP should be acknowledged in the Local Development Framework (LDF) documents

RESOLVED: That the Forum receives regular updates on work completed which are covered under the Rights of Way Improvement Plan. That a letter from the Forum be sent to Planning Policy advising that the ROWIP be acknowledged in LDF documents.

60 Leeds Local Access Forum Website

The Forum Secretary provided Members with information in relation to the Leeds Local Access Forum website which required some updating. There were some pieces of information which had been identified which were missing or which were out of date. Officers would replace and add the documents identified such as recruitment to the Forum and the Annual report and also agreed to look at obtaining a more user friendly page name. Members also looked at the information available

on other Forum's websites and were asked to advised whether there was specific information that they would like to see on the Forums' website.

RESOLVED: That the website be updated to contain the correct information and that Members advise the Secretary of any other pieces of information which they would like to see on the site.

61 Forward Work Programme

Members identified the following items as possible items for future meetings of the Forum:

- ROWIP
- Invite speakers i.e. Open Country, Natural England
- Leeds Core Cycle Strategy
- Gating Order Reviews

62 Date and Time of next meeting

RESOLVED: The date and time of the next meeting of the Leeds Local Access Forum was agreed as 14th July 2009 at 18:30 hours, Civic Hall, Leeds.

REPORT TO THE CHIEF OFFICER (HIGHWAYS AND TRANSPORTATION)

DATE: 16 JUNE 2009

Subject: Design & Cost Report

Scheme Title: GATING ORDER – LEASOWE GARTH, HUNSLET
Capital Scheme Number:

Electoral Wards Affected:

CITY AND HUNSLET

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Eligible for Call In

Not Eligible for Call In

(Details contained in the report)

EXECUTIVE SUMMARY

The Director of Environment and Neighbourhoods is promoting the installation of gates across a footpath in the Leasowe area of the City and Hunslet Ward to temporarily close the highway due to high levels of crime. The proposal has the support of the community and all relevant bodies. This report seeks the approval of The Chief Officer (Highways and Transportation) to initiate the legal process for the highway closure.

1.0 PURPOSE OF THIS REPORT

1.1 The purpose of this report is to seek authority to temporarily close an adopted highway. This highway is a narrow footpath leading from Leasowe Close through to Leasowe Garth (see Appendix 1). This footpath is in the City and Hunslet Ward.

2.0 BACKGROUND INFORMATION

2.1 Section 129A to 129G of the Highways Act allows for the making of a gating order to temporarily close a highway in response to high levels of anti-social behavior and crime. The legal provision came into effect on 01 April 2006. The adopted status of the highway is unchanged by the order.

2.2 This path leading from Leasowe Close through to Leasowe Garth has been the focus for anti-social behavior (ASB) and crime for a number of years, becoming increasingly worse in recent years. The area is a relatively isolated residential area with a very stable population. There are approximately 617 households with 1282 residents in this Super Output Area (Leeds 084D). The crime domain at 17701 is ranked outside the top 50 percent in England (out of a total of 32,482 LSOA), but interestingly, the living environment deprivation index shows the area to fall within the top 10 percent for England (319 out of 32,482).

- 2.3 Residents have voiced their concerns and anger over the rise in crime and particularly ASB to West Yorkshire Police, Elected Members and council officers. Many of the residents have reported incidents of crime and ASB where offenders have used the path as a place to congregate and commit crime and anti-social behaviour and to make good their escape from the Police. Much of this anti-social element has been linked to the presence of an off-licence on Leasowe Garth where there is constant youth congregation and alleged under-age drinking.
- 2.4 Local Ward Members have received many concerns from residents demanding action to address the issues for some time. Indeed the problems got so bad that extra Police patrols have had to be deployed on site to help reduce the issues. The Neighbourhood Police Team have the area targeted as a local priority and have pledged to reduce ASB in Leasowe Garth between the most common times of Friday and Saturday between 1pm and 1am. The extra patrols are due to end in 4 weeks time (end May 2009). Whilst successful at the moment, the fear is that the ASB will return to previous levels thereafter, particularly as the summer school holidays approach.
- 2.5 Work to prevent youth congregation has also taken place but has had limited success. The rear of the aforementioned off licence has seen a wall removed and the remainder of the rear of the shop has been fenced off in the hope of reducing congregation. This worked for several weeks but it appears problems have returned and congregation at this location and the knock-on affects this is having within the footpath area has increased.
- 2.6 Since the further reports of ASB and crime, meetings with individuals have taken place to ascertain the extent of public feeling regarding gating the footpath to restrict access. A preliminary consultation was carried out with local residents living in and around the site and the majority of respondents were in favour of gating.

A further door to door consultation took place to gain additional feedback and again, the majority of respondents were in favour. Overall, from 38 properties consulted, there were 23 respondents; 21 in favour and 2 objecting. Non-respondents were out at the time of the door to door consultation or did not have an opinion to the gating.

- 2.7 The footpath provides access to the rear of properties on Leasowe Close and the design of the estate creates a natural courtyard effect. Whilst the courtyard is unkempt at the moment and the perimeter fence to it is in a state of disrepair, it is hoped that this space can be improved and utilised correctly by the residents living here, once the gating had been completed. This would restore a sense of pride and community cohesion into the area and it would feel like a private, recreational space secured by the gating, that could be used for leisurely purposes.

The footpath is served by one street lamp which is operational. The path is relatively well maintained and in good condition although there are signs of criminal damage to property in the footpath area.

- 2.8 The footpath is relatively narrow and has 2 dog legs which means that offenders at one end of the path cannot be seen from the other end. Also, properties within the footpath area are away from public view and hence are subject to an increased opportunity for burglary and other acquisitive crime, particularly where rear windows are left unsecured or open (see Appendix 3 – opportunities for crime photos).

Whilst alleygating should not be used as a substitute for common sense, this area is, and has been more susceptible to acquisitive crime because of the design of the estate, the location of the footpath, and a lack of any clear, 'suitable guardian' – a person (looking onto the path), an alarm or good locks. Crime Reduction has been attempted in the area through awareness raising along with target hardening to some properties, but the opportunity to commit crime remains, due in part to the

residents themselves, but also to the very design flaw of the estate and the types of nominals attracted to frequent it.

- 2.9 The congregation of youths by the off-licence have spilled over into the footpath area and there are examples of criminal damage to properties as a knock on of this occurrence. It is also an ideal footpath for making a quick escape. The draw of the off-licence and alleged access to under age alcohol is believed to be a major part of this problem and several test purchases by the Police have shown this to be the problem. The tenant of the shop has been warned but the problem continues. The ASBU team has been passed on this issue for their attention. As a direct result of this, the shopkeeper has been served with an 'ABC'- a kind of good behaviour contract which, if breached, could lead to a loss of the tenancy. That said, the shop continues to attract large numbers of youths and this continues to spill over into the footpath area by Leasowe Garth.
- 2.10 Much of the recorded crime for the area (see Appendix 4 – Crime statistics) is focused in and around Leasowe Garth. Recurring incidents criminal damage, theft and ASB. There is a general feeling from residents that the path is used as a means for offenders to access and egress these streets. By restricting access to this path, it would ensure that the attractiveness of being able to use it for quick escape, and/or congregation would be removed. Restriction of this path would also make Policing of this estate much easier as offenders would have to use the main road (Leasowe Road) as an alternative means of escape. This road is in view of the public and provides little opportunity for escaping attention.
- 2.11 This path has been the subject of much ASB and criminal damage for the last couple of years and Police Community Support Officers (PCSO's) have been deployed in the area to provide back up cover when police patrols are not possible. The ASBU team have also tried to deploy a covert camera unit to identify perpetrators on film, but this has, as yet, to be deployed for action.
- 2.12 The effects of making the order for properties adjoining or adjacent to the footpath subject to the gating would be positive. All residents and owners of property in the area were contacted as part of the consultation and the majority of respondents were in agreement that gating this footpath would improve their quality of life and reduce crime and ASB.
- 2.13 A planning application to gate this footpath will be submitted May 2009.

3.0 MAIN ISSUES

3.1 Design Proposals/Scheme Description

- 3.1.1 The alternative solutions considered for addressing the crime and anti-social behavior occurring within close proximity to this path have not resolved the situation and are not sustainable. It is now proposed to temporarily close the path by means of a gating order with a view to stopping the antisocial behaviour and crime which is believed to be associated with the footpath.
- 3.1.2 Self locking gates no higher than 2.3m with matching fencing in galvanised powder coated steel will be installed at both ends of the footpath to prevent access to the path for those not living in the immediate vicinity.
- 3.1.3 The gates will be locked 24 hours a day. Residents living between 1-11 Leasowe Garth and at 24-26 Leasowe Close will be issued with 2 free keys. Residents whose properties back onto the path in Leasowe Garth and Leasowe Close, but whose main access to their property is facing the main road can request a key for the gates. These keys will be available from Environment and Neighbourhoods'

Community Safety unit. The gate locks will be numbered in accordance with the master key system devised by LCC Community Safety. Emergency and other services will be provided with keys on request. Any council departments requiring access to the paths will also be able to request keys for the gates.

3.1.4 A commuted sum for maintenance has been provided for this purpose and will be managed by Community safety.

3.1.5 Leeds City Council is required to keep a Register of all Gating Orders, to be available to the public and reviewed annually to determine whether the gating measures are still required. The Alleygating Coordinator at Community Safety will carry out the annual review for these gates.

3.2 Consultations

3.2.1 Ward Members: Ward Members have been extremely vocal in their support for alleygating at this location and they have no objections to the proposals.

3.2.2 Residents: In February 2009, pre-consultation took place with local residents living adjacent or adjoining the two footpaths in question. A further door to door consultation took place mid-March 2009 to attain comments from non-respondents of the postal consultation. Of 38 properties written to in total, there were 21 letters of support for the scheme and 2 objections.

3.2.3 Police: City and Holbeck Police Division has implemented various strategies to address the problems in this area through the Neighbourhood Policing Team (NPT) and support proposals to gate this footpath up. This will help Police apprehend offenders who have used the footpath as a means of escape in the past.

3.2.4 Community Safety: Environment and Neighbourhoods – Community Safety section is satisfied that the crime and ASB elements are sufficient to apply for a Gating Order.

3.2.5 Highways: Highways users will need to take alternative routes which will incur short detours however this inconvenience has to be placed in context of the community safety situation. Alternative routes exist along Leasowe Road and adjacent to recreational land on Leasowe Close (see Appendix 2). Residents whose properties face into the footpath area will be given 2 free alleygate keys. Other residents whose properties back onto the footpath can request a key so that their access is not restricted, should they require access to the rear of their properties. Both these suggested routes are sensible and reasonable alternative routes and it is questionable if they add any additional time to the journey.

3.2.6 Rights of Way: City Development Directorate Department has been consulted and have no objections to the proposals.

3.2.7 Utilities: Utility and other service providers were contacted in February 2009 regarding the proposed gating scheme. No objections were received.

3.2.8 Emergencies Services: The Fire, Health and Police Authorities were contacted in February 2009 regarding the proposed gating scheme. No objections were received.

- 3.2.9 Prescribed Organisations, Local Footpath User Groups and Local Access Forum: The Ramblers Association have no objections. The Local Access Forum will be consulted May/ June 2009.

3.3 Gating Order Publicity

- 3.3.1 Home Office Guidance regarding publicity relating to the making of Gating Order will be followed.

3.4 Implications for Highways Users

- 3.4.1 The implications for highways users is that there will be a loss of amenity so non-resident users will have to take alternative routes that will incur short detours, referred to in 3.2.5 above. It is unlikely that those who had used the footpath as a short cut will resort to having to use vehicles if the amenity is lost.

3.5 Programme

- 3.5.1 It is anticipated that subject to approval these proposals will be implemented in September 2009.

4.0 IMPLICATIONS FOR COUNCIL POLICY AND GOVERNANCE

- 4.1 The proposals contained in this report comply with Section 17 of the Crime and Disorder Act 1998 and help to contribute to the safety and well being of the people in the community.

5.0 HEALTH IMPACT

- 5.1 It is not anticipated that there would be an adverse impact on the health of the users if the amenity was lost as the proposed alternative routes will add very little to journey times and the alternatives are safe pedestrian routes. This meets Leeds Travelwise policy of discouraging private car use and promoting walking to school.

6.0 LEGAL AND RESOURCE IMPLICATIONS

- 6.1 Funding for the gating scheme will be met by Inner South Leeds Area Committee for installation and maintenance of the gates and fencing, all legal and administration costs and provision of keys.
- 6.2 Funding does not cover support for a Public Inquiry. This will only be required if there are overwhelming objections to the Gating Orders and in such unlikely circumstances, the continued promotion of the scheme will be reviewed.

7.0 CONCLUSIONS

- 7.1 Despite a range of initiatives being implemented in the problem area, the issues still persist when there is not a uniformed presence in the area. It is unsustainable to deploy council or police officers to this area on a permanent basis. It is clear that a physical barrier would prevent anti-social or criminal elements that do not live in the vicinity, from entering the footpath.

8.0 RECOMMENDATIONS

- 8.1 The Chief Officer (Highways and Transportation) is requested to:
- i) approve the gating of the footpath leading from Leasowe Garth to Leasowe Close in accordance with the attached drawing Appendix 1 in accordance with

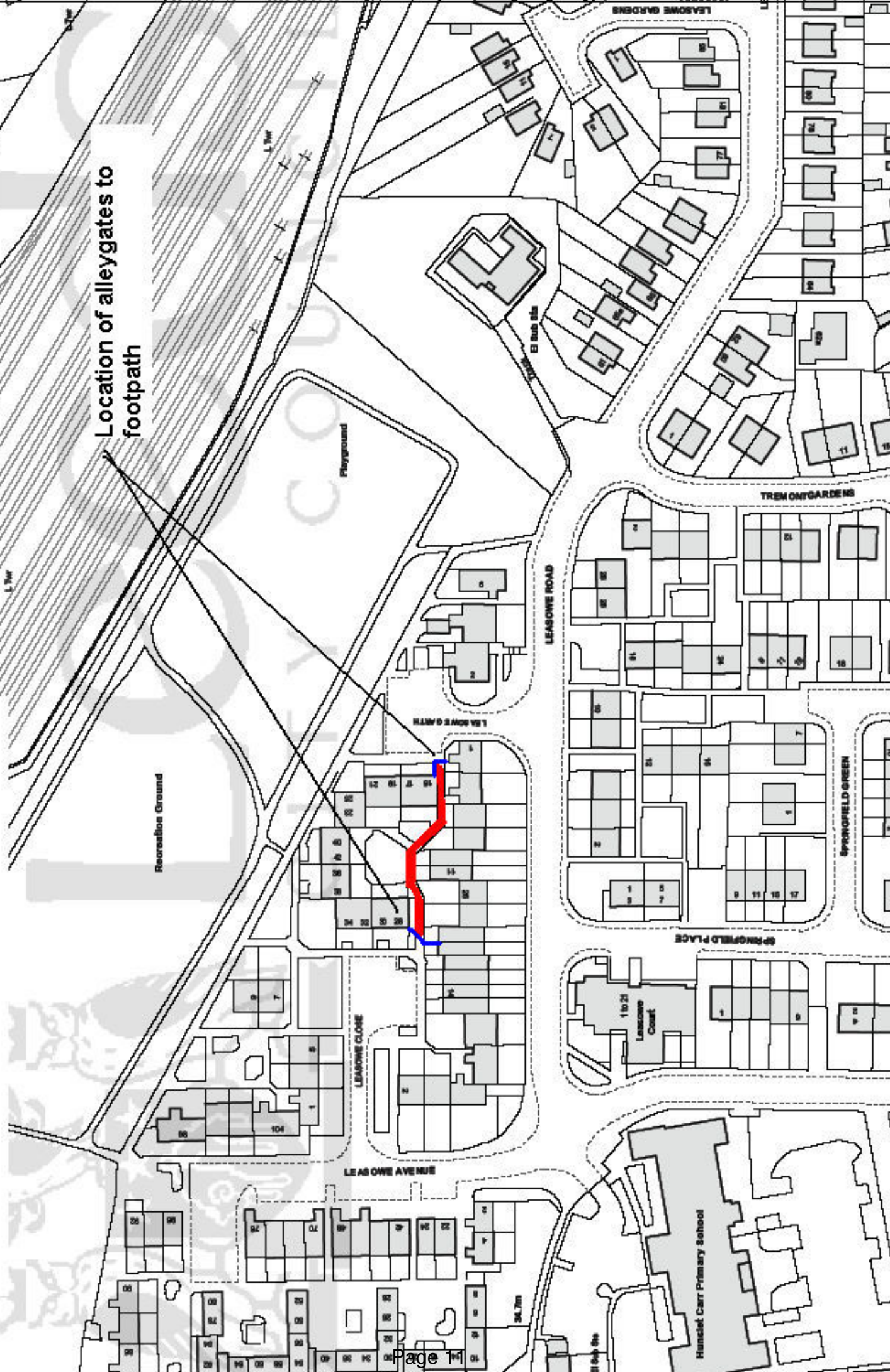
Section 129A of the Highways Act 1980, subject to planning consent and no objections to the Local Access Forum; and

- ii) request Assistant Chief Executive (Corporate Governance) to advertise the notice of intention to make a Gating Order for the footpath leading from Leasowe Garth to Leasowe Close in accordance with the attached drawing and, in the event that no objections are received, for the Orders to be made and brought into operation.

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Appendix 1 - Proposed location of Alleygates

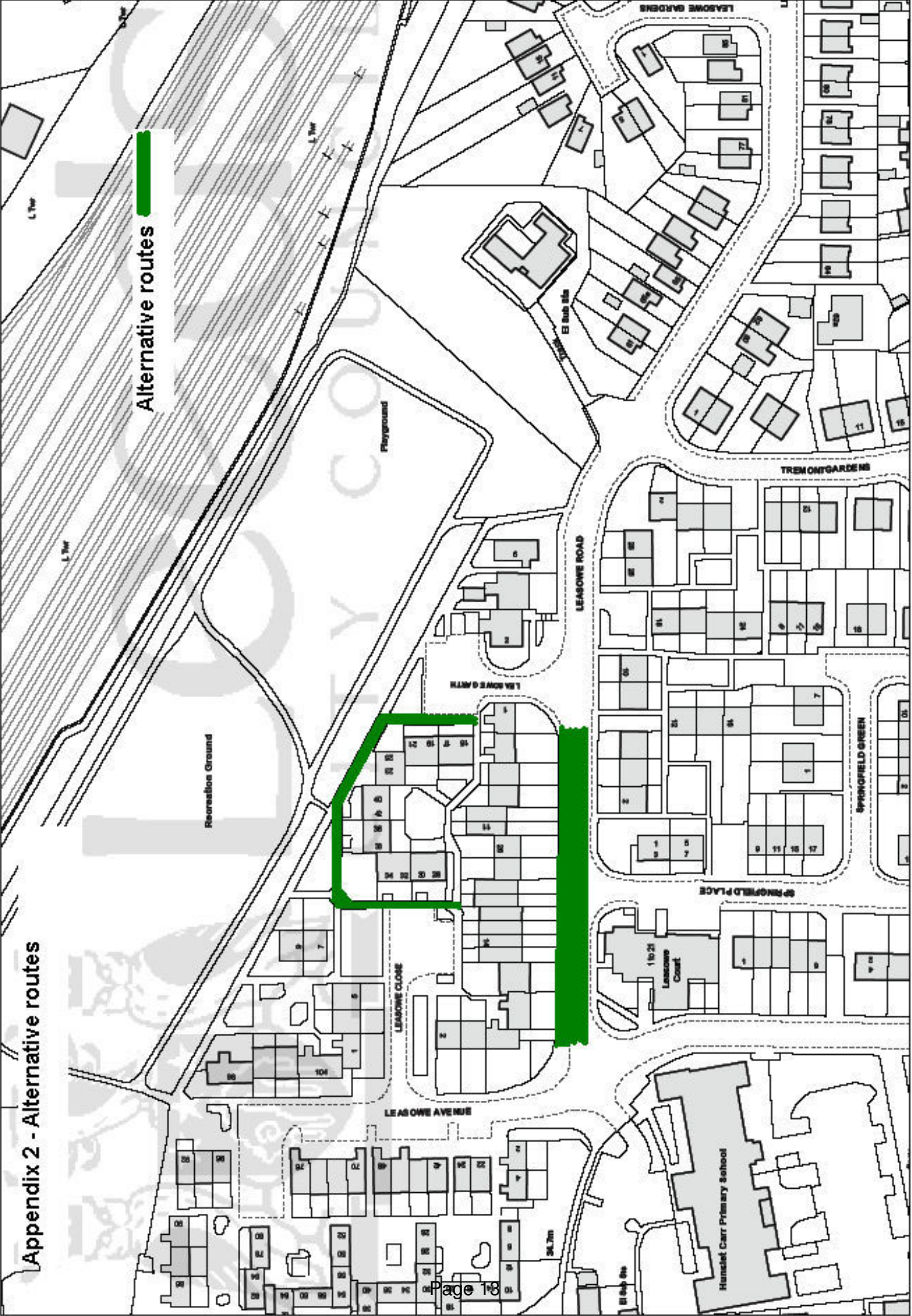
Location of alleygates to footpath



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Appendix 2 - Alternative routes

Alternative routes



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Appendix 3 – Opportunities for crime



Entrance to footpath from Leasowe Garth end – criminal damage to fence next to footpath



Courtyard allowing access to rear of properties



Insecured bedroom window at rear of property and Euro Profile locks that are susceptible to tampering



Insecured kitchen window at rear of property and Euro Profile locks that are susceptible to tampering



Access to courtyard from Leasowe Close – damage to picket fence

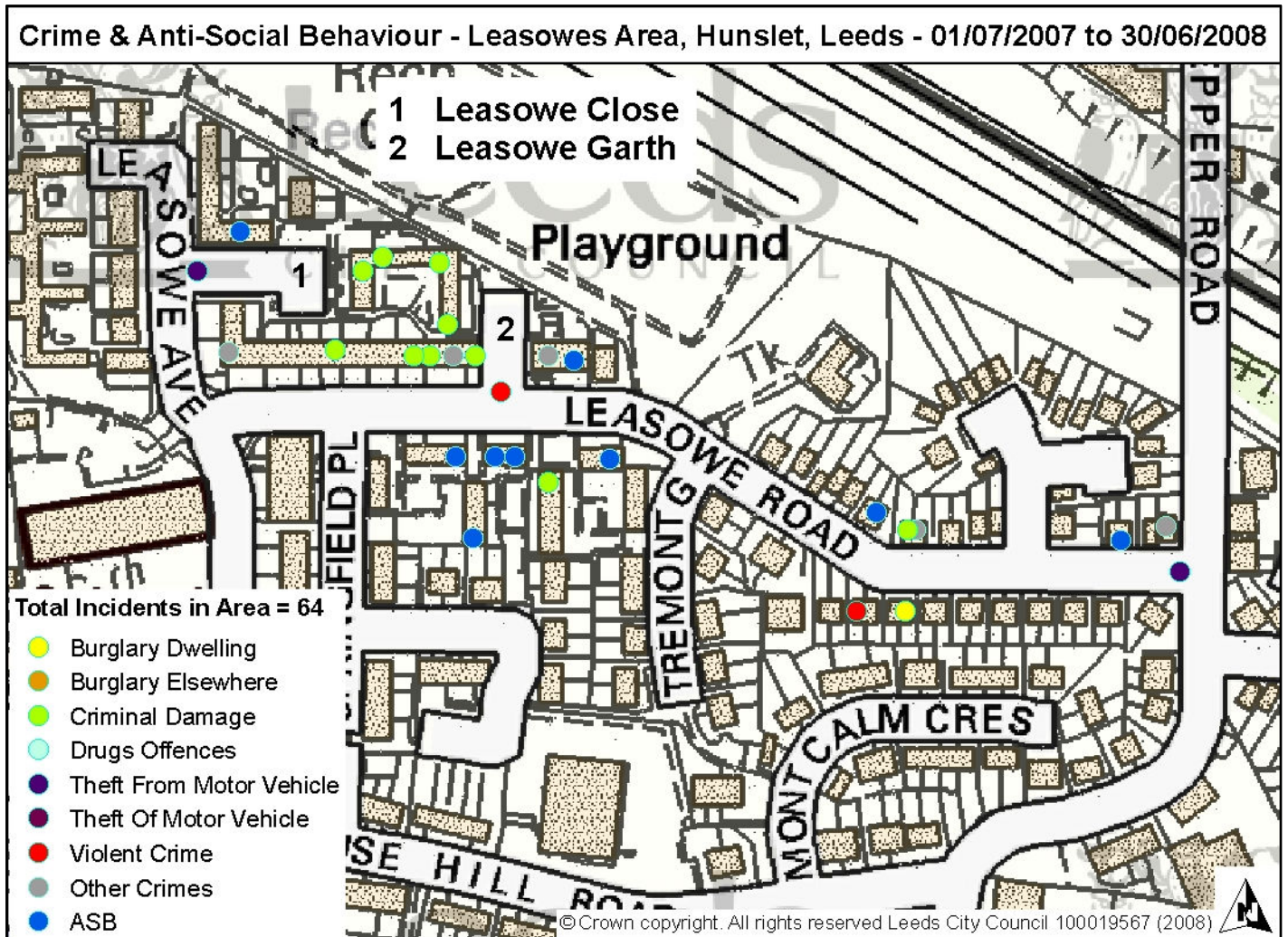


Dumping of bulky items to rear of property – emits a sense of neglect and lack of community respect

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Appendix 4 –Crime and ASB statistics

Crime and ASB – 2007 2008



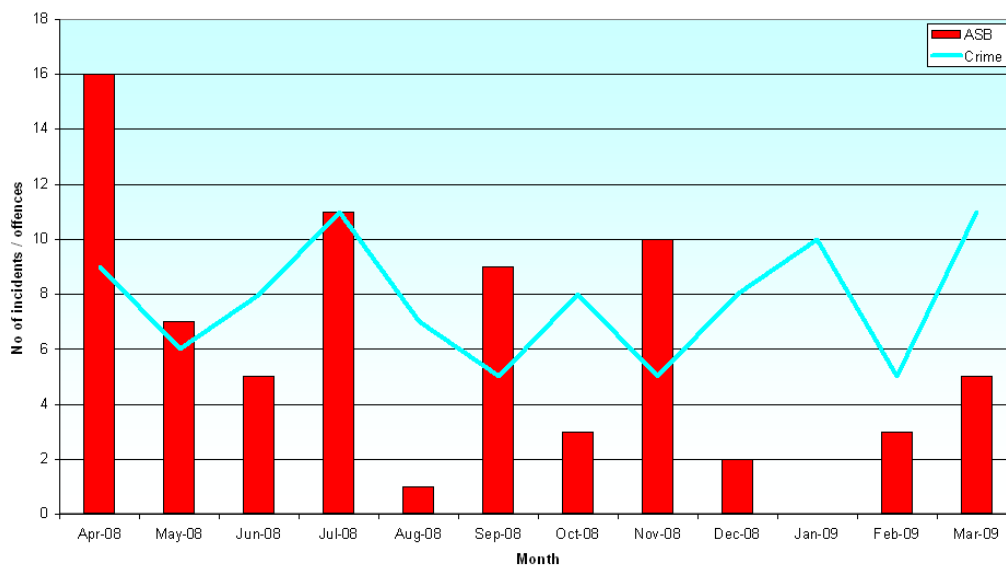
| Occurrence | Leasowe Close | Leasowe Garth | Leasowe Road | Grand Total |
|--------------------------|---------------|---------------|--------------|-------------|
| ASB | | 2 | 14 | 11 |
| Burglary Dwelling | | 0 | 0 | 1 |
| Criminal Damage | | 3 | 12 | 3 |
| Other Crime | | 0 | 0 | 1 |
| Other Theft | | 1 | 5 | 3 |
| Theft From Motor Vehicle | | 2 | 0 | 1 |
| Violent Crime | | 0 | 1 | 4 |
| Grand Total | | 8 | 32 | 24 |

Appendix 4 –Crime and ASB statistics

Crime and ASB 2008-2009



Leasowe Estate - Crime and Anti Social Behaviour
1st April 2008 to 31st March 2009



| ASB | |
|-----------------------|-----------|
| Street Name | Total |
| Woodhouse Hill Road | 17 |
| Leasowe Road | 10 |
| Telford Place | 9 |
| Sandon Mount | 8 |
| Leasowe Garth | 6 |
| Springfield Green | 6 |
| Leasowe Avenue | 5 |
| Telford Terrace | 4 |
| Leasowe Gardens | 2 |
| Woodhouse Hill Grove | 2 |
| Ebor Terrace | 1 |
| Springfield Place | 1 |
| Woodhouse Hill Avenue | 1 |
| Grand Total | 72 |

| ASB - Repeat Locations | |
|------------------------|-----------------|
| Location | No of Incidents |
| 9 Springfield Green | 4 |
| 20 Telford Place | 3 |
| 12 Telford Place | 2 |
| 5 Leasowe Garth | 2 |
| 12 Leasowe Avenue | 2 |
| 15 Telford Terrace | 2 |
| 3 Leasowe Gardens | 2 |

Appendix 4 –Crime and ASB statistics

| CRIME | |
|---------------------|-------|
| Street Name | Total |
| Leasowe Avenue | 26 |
| Woodhouse Hill Road | 17 |
| Leasowe Road | 14 |
| Leasowe Garth | 12 |
| Leasowe Close | 5 |
| Montcalm Crescent | 5 |
| Ebor Terrace | 4 |
| Tremont Gardens | 4 |
| Springfield Green | 3 |
| Leasowe Gardens | 2 |
| Springfield Place | 1 |
| Grand Total | 93 |

| CRIME | |
|--------------------|----------------|
| Repeat Locations | No of offences |
| 2 Leasowe Garth | 7 |
| 12 Leasowe Avenue | 3 |
| 4 Leasowe Avenue | 2 |
| 20 Leasowe Avenue | 2 |
| 28 Leasowe Avenue | 2 |
| 56 Leasowe Avenue | 2 |
| 66 Leasowe Avenue | 2 |
| 77 Leasowe Road | 2 |
| 5 Leasowe Close | 2 |
| 22 Tremont Gardens | 2 |

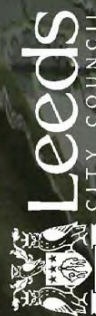
Details of the type of Anti Social Behaviour issues, specifically on the Leasowe's are detailed in the following table:

| Month | Location | Incident |
|--------|-------------------|--|
| Apr-08 | 22 Leasowe Avenue | Abandoned 999 call |
| Apr-08 | Leasowe Avenue | banging at windows with metal bar |
| Apr-08 | 12 Leasowe Avenue | youths in drink - smashing windows |
| May-08 | 12 Leasowe Avenue | youths throwing items at windows |
| Sep-08 | Leasowe Avenue | Dog attacked |
| Nov-08 | 3 Leasowe Gardens | domestic incident |
| Nov-08 | 3 Leasowe Gardens | domestic incident |
| May-08 | Leasowe Garth | youths drinking in field at back of shop |
| May-08 | 5 Leasowe Garth | drunk youths shouting |
| May-08 | 5 Leasowe Garth | banging gate & threat to occupants son |
| Jun-08 | Leasowe Garth | taking drugs & being abusive to people |
| Jun-08 | Leasowe Garth | drunk girls - falling into cars |
| Jul-08 | Leasowe Garth | youths attacking Asian shop |
| Apr-08 | Leasowe Road | nuisance motorcycles |
| Apr-08 | Leasowe Road | jumping into peoples gardens - congregating o/s Leasowe Stores |
| Apr-08 | Leasowe Road | 20 youths outside Leasowe Store - drinking |
| May-08 | Leasowe Road | group youths drinking - throwing cans & bottles everywhere |
| Jul-08 | Leasowe Road | intimidating youths |
| Jul-08 | Leasowe Road | youths drinking and threatening people |
| Jul-08 | Leasowe Road | gang of kids on drugs with a baby being lewd |
| Jul-08 | 8 Leasowe Road | kicking ball into garden - regular nuisance |
| Sep-08 | 2 Leasowe Road | 2 males thrown items at lamp posts |
| Feb-09 | Leasowe Road | group hanging around sheltered housing - knocking on doors & running off |

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the **Design Vision & Guide** for **Leeds (River Aire) Flood Alleviation Scheme**

Draft 6 (Public Consultation) – May 2009

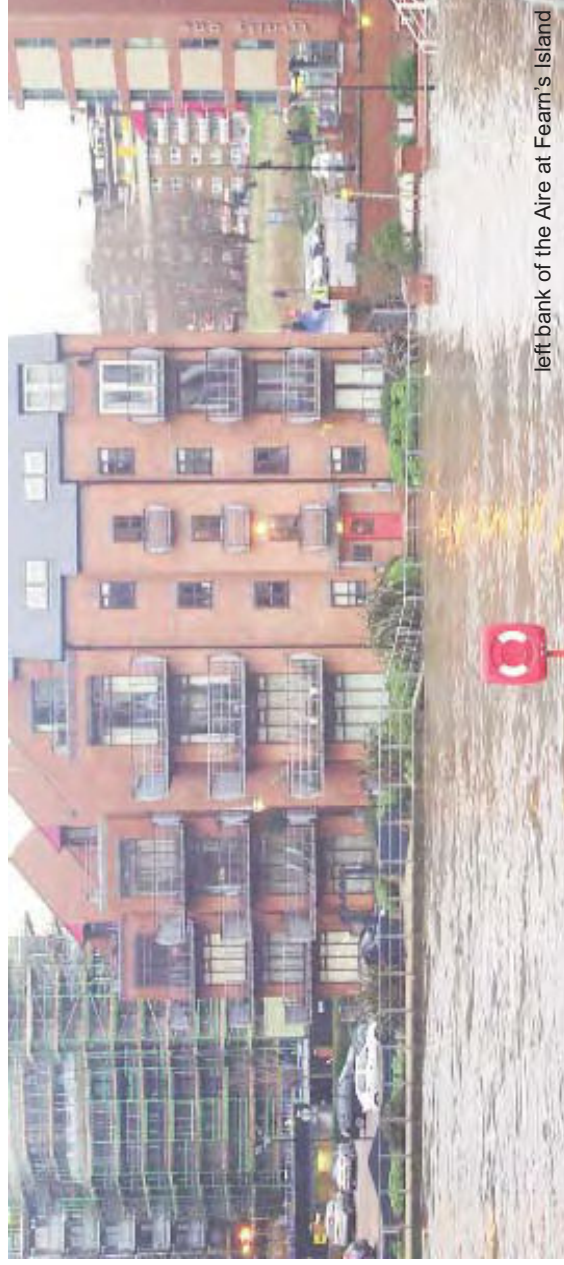


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Leeds is the regional capital of Yorkshire and Humber and one of the UK's fastest growing cities. Significant flooding in the city centre would be catastrophic. It would affect lives, property, business and travel. Potential changes to our climate and weather patterns look likely to cause more severe storms and heavier rainfall and based on the Environment Agency's predictions this could radically increase peak flood levels throughout the River Aire corridor affecting the city centre in particular.

Leeds is a major economic centre and the financial capital of the North. With a population of around 750,000 it is the second largest Metropolitan District in England and covers an area of approximately 217 square miles. In terms of wealth creation Leeds is a major driving force within the regional economy. Total Gross Domestic Product (GDP) stands at over £12.8 billion per annum, and is projected to grow by around 34% the next ten years. Over the last ten years over £2.5 billion has been invested in large property development schemes, a further £1.5bn is currently under construction with £3.4bn in the pipeline.

The role of Leeds as the regional capital of Yorkshire and Humber makes continued investment and development pivotal, not only to Leeds but to the North of England. Leeds City Council has set out its 'Vision for Leeds' to 2020 which encompasses aspirations for the city centre as a place that is 'welcoming, walkable, liveable and well connected'. It also describes Leeds as a place that is 'sustainable, business friendly, and has a high quality environment and cultural offer'.



left bank of the Aire at Fearn's Island

Flooding: the Threat

Leeds has been flooded by the River Aire throughout recorded history as well as in recent years. Serious flood damage was narrowly avoided during the October 2000 flood event, when water levels rose to such an extent that a major arterial road into the city had to be closed as a precautionary measure. In June 2007 the Leeds District experienced three severe rainfall events each of which led to flooding in different parts of the city. This was the wettest June since records began, with an average of over 153mm falling throughout June in northern England and around 100mm falling in the 24 hour period covering 25th June. Although the River Aire flooded a number of properties in and around the city, the city centre narrowly avoided major flooding and damage was relatively limited.

The worst flooding occurred in areas of South Yorkshire and affected Sheffield, Doncaster, Rotherham and Hull. Lives were lost and businesses, homes, services and infrastructure were severely damaged. If the rainfall had tracked further north rather than settling over South and East Yorkshire it could have

affected Leeds to the same extent or possibly worse. As a major economic centre and regional capital the effects of this would transcend Leeds' boundaries and would further impact on regional economics.

Over the last few years Leeds City Council has taken a number of positive steps towards improving flood risk management, emergency response, and flood defence work. The Environment Agency is currently working in partnership with Leeds City Council, and other agencies, in developing a strategic approach to drainage and flood risk management for Leeds. Part of this work concentrates on identifying areas at risk and proposals for flood defence along the River Aire corridor. The project is known as the Leeds Flood (River Aire) Alleviation Scheme (FAS) and is a collaboration between Leeds City Council, the Environment Agency, Yorkshire Forward, Yorkshire Water and British Waterways.

The Partnership is currently co-funding on two lines of work – The Leeds (River Aire) FAS Design Vision & Guide and the Leeds Economic Flood Risk Impact Study.

The Purpose of this Document

The Environment Agency is considering different ways to manage the flood risk to Leeds from the River Aire, and one solution is to build flood defences in several locations along the river corridor. The defences could take various forms such as earth embankments, landscaped areas, new walls, terracing and strengthening of existing buildings and structures.

The design of the flood defence scheme is at outline design stage and full details will not be known until 2010 when further feasibility work is completed, and when initial feedback on the outline proposals has been considered. Any new structure on the riverside has the potential to impact on the area's character and affect how the river corridor develops in the future. However, there is a variety of engineering and landscaping options available and in some areas there are several ways defences could be designed and integrated into the landscape. To ensure the best solution is achieved for Leeds it is crucial to consider the scheme in its wider context and to consider all options at an early stage of scheme planning.

The purpose of the **Leeds (River Aire) FAS Design Vision and Guide** is to ensure existing elements, future aspirations and wider design visions for the city are properly integrated into the physical appearance and functional design of the Leeds Flood Alleviation Scheme defences. The work will analyse the river corridor as a whole, looking at the existing landscape and land uses, proposed development / growth areas, and future ambitions for the city centre waterfront. It is intended that the vision will embrace the aspirations identified under local planning policies and frameworks and from these identify opportunities for environmental enhancements that could be delivered as part of the defence scheme. The Vision will also make recommendations on the design of flood defences which are relevant to that particular area and which maintains local character and identity. It will further set out relevant strategies which should influence and shape all aspects of flood defence planning, and which can produce attainable benefits throughout.

It is important for Leeds to have a clear vision as to how the flood defences will work within the existing landscape - be it city centre, city rim, semi-rural or rural. It is intended that this document will be a comprehensive guide for the overall design and positioning of the flood defences and is primarily for use by the Environment Agency. However, the objectives and recommendations of the Vision can also be used to inform and engage future developers and decision-makers in the public sectors, and in commerce, to ensure consistent standards of design are followed on development schemes throughout the river corridor.

The River Corridor

The study area covers approximately 19km of the River Aire, and includes significant areas of land extending either side of the river. The Flood Alleviation Scheme follows the river corridor from Newlay Bridge in the west and runs east, downstream to Fleet Weir, Woodlesford. It includes the built-up area of Leeds City Centre.

The river corridor contains the Leeds - Liverpool Canal and the Aire and Calder Navigation, running parallel to the river and merging within the city centre. The canal and river share a common landscape, with both water bodies providing transport, recreation, wildlife and amenity to Leeds. An extensive rail network also runs through the flood plain and forms a key component of the study area.

In recent years the City Centre waterfront has been developed into what has become a priceless economic and social asset.

The Environment Agency Proposals

Currently Leeds has no formal flood defences. There are discontinuous informal defences but these are of variable condition and many are likely to fail in severe flood conditions. The informal defences do not create a continuous flood barrier and gaps and low spots offer routes for flood water to enter the city centre and other vulnerable areas along the river corridor. The height of flood defences is also variable and it is likely that defences will be regularly breached in the future.

The Environment Agency proposes to raise the standards of flood protection by a combination of measures including improvements to flood warnings, providing information on flood proofing, and by significantly raising the standard of flood defences.

The Leeds Flood (River Aire) Alleviation Scheme (FAS) is part of a wider initiative to manage flood risk in the Upper Aire catchment. A high level Catchment Flood Management Plan (CFMP) for the Aire and a more detailed Flood Risk Management Strategy (FRMS) for the Upper Aire are in preparation and will be subject to consultation. The FRMS has investigated in detail the extent of flood risk to Leeds and has recommended that the Leeds (River Aire) FAS should be developed.

The Environment Agency has modelled the river corridor for a 1 in 200 year extreme flood event (0.5% annual probability) and have assessed that there are approximately 4,450 properties in Leeds at risk of being affected by flooding, with approximately 3,700 being residential. Flooding of the city centre would extensively affect offices, shops, bars, and restaurants and impact on daily commuters, residents, recreation and tourism.

The Flood Alleviation Scheme will include both improvements to existing informal defences and the construction of new defences. Existing structures are to be upgraded and new defences constructed to a defined level of flood risk. New structures are strategically planned throughout the river corridor thereby creating an extensive infrastructure of defence. The structures take the form of embankments, walls, terraces and raised ground levels, the type and finish being selected to fit into the character of the existing landscape. Control structures are also proposed to minimise water flows through goits at times of flood and surface water drainage improvements and pumping stations will also be considered at strategic locations.

At the time of publication it is important to recognise that the Flood Alleviation Scheme does not have Government approval or funding. The Environment Agency is developing a business case to submit to Government and this application will have to meet strict guidelines for achieving 'best value for money'. Because of limited funds for flood defences, the Leeds (River Aire) FAS is also in competition with other schemes in the country and in order to meet the aspirations of this Design Vision, and deliver its objectives, significant external funding in the range of millions of pounds will be required. The project partners are working towards achieving this through direct contributions and private investment through the planning process.

Leeds Waterfront Strategy

The Leeds Waterfront Strategy is the key document to guide the regeneration of the Leeds waterfront. It covers an area of 6.5km of the river and canal corridor running through central Leeds and therefore covers a key section of the FAS Design Vision Study. The Waterfront Strategy was produced by Leeds City Council in conjunction with a number of partner organisations including the Environment Agency. It is now adopted as Supplementary Planning Guidance (SPG) and as such is used as a basis for negotiating design, planning conditions and legal agreements relating to appropriate development along the waterfront.

Leeds Waterfront Strategy Aims & Objectives

The overall objectives of the Waterfront Strategy are common to the FAS Design Vision. These being:

- Develop a strategic vision that identifies the key components for generating an attractive, vibrant, safe and sustainable waterway corridor.
 - Provide a framework to inform, guide and assess new development, and improvement or management proposals to ensure that these are appropriate and meet the needs and aspirations of local communities.
 - Develop a co-ordinated approach to development and marketing of the waterway that allows public, private and voluntary interests to work in a co-ordinated way to achieve the strategic vision.
 - Identify opportunities to improve pedestrian access to and along the waterway corridor.
 - Identify opportunities for environmental improvements to the waterway corridor, including the waterway, waterfront walkways and riparian properties.
 - Ensure that the entire project is accessible to all users of the community and that any changes should seek improvements that facilitate access for all.
- Provide proposals for the creation of vital, sustainable and viable development and activity on and along the waterway.
 - Provide guidance on issues of waterside design, including a vocabulary of street furniture and materials, to create a distinctive and co-ordinated identity for the waterfront area.
 - Review the issues of flood defence that affect the riverside corridor.
 - Promote the use of the waterspace for suitable leisure activities and navigation through a waterspace strategy.
 - Safeguard the long-term future of areas of significant landscape, heritage, ecological and nature conservation value.

The Design Vision Objectives

The Waterfront Strategy objectives will be used to guide the FAS Design Vision Study in its assessment of the wider river corridor. More specifically the Design Vision will aim to shape the layout and design of the flood defences and the scope of this work will therefore:

- Identify existing key sites directly affected by the flood defence scheme.
 - Pinpoint planned development sites, future growth areas, city-wide design visions within the river corridor.
 - Identify key opportunities for environmental improvements that the flood defence scheme can help deliver.
 - Identify main mitigation measures required to minimise the impact of the proposed defences in sensitive locations.
 - Establish specific design principles and parameters to reflect local issues and enhance local character and identity.
 - Ensure that where possible the scheme is accessible to all users of the community and that any changes should seek improvements that facilitate access for all.
- Recommend design alternatives which still achieve the objectives of flood defences.
 - Promote improvements to connectivity particularly to pedestrian and cycle routes and linkages to wider route networks. Develop the potential of the corridor as a 'green' commuter route.
 - Safeguard and improve the ecological value and nature conservation of the river and flood plain.
 - Contribute to the achievement of the flood alleviation scheme as a sustainable development.
 - Provide a steer and reference to further regulatory information affecting the River Aire Corridor.

How to Use this Document

The Study Zones

The study area stretches from Newlay Bridge to the west of the city through to Woodlesford in the east. The study area has been divided into 7 broad zones bounded by bridges. The zones are characterised by the predominating land use but may also contain a key site, for instance an important historic landmark such as Kirkstall Abbey, or a key commercial site such as the Kirkstall Leisure Complex.

The character and constraints within each zone are analysed and the impact of the flood defence proposals are assessed against these. The FAS development should relate to its local context and we have aimed therefore to bring both local planning policies and wider strategies into the analysis so that it is properly integrated into the whole. At specific locations, options for varying the alignment and design of the flood walls or embankments are explored and recommendations made to reduce any adverse effects on the landscape or built environment.

There are opportunities throughout the study area for improvements to the river frontage such as new landscape features, increased access and pedestrian / cycle linkages, and biodiversity enhancement. Each site is described on its own merits, but such opportunities to address corridor wide issues are identified throughout.

A summary of mitigation measures and opportunities for good design are highlighted thus *

Each zone contains 3 maps of information:

- i) A Context map showing the predominating land uses together with key sites, constraints, access, and planning policies relevant to the area. This map provides a synopsis of the whole environment and also shows what is or may be changing.
- ii) A map of the Environment Agency Draft proposals, showing the areas requiring flood defence and information relating to the proposed height of the flood defence.
- iii) The Vision map: This brings together the information from both of the above to identify areas of potential conflict with recommended actions, design guidance, mitigation measures, and enhancement opportunities.

Zones 1-7

| | |
|---|---------------------|
| Zone 1: Newlay Bridge to Kirkstall Bridge (Bridge Road) | page 12 - 17 |
| Zone 2: Kirkstall Bridge to Viaduct Road | page 18 - 25 |
| Zone 3: Viaduct Road to Wellington Bridge (A58) | page 26 - 31 |
| Zone 4: City Centre - Wellington Bridge to Crown Point Bridge | page 32 - 43 |
| Zone 5: Crown Point Bridge to Atkinson Hill Swing Bridge | page 44 - 49 |
| Zone 6: Atkinson Hill Swing Bridge to M1 Motorway Bridge | page 50 - 55 |
| Zone 7: M1 Motorway Bridge to Fleet Weir, South of Woodlesford | page 56 - 61 |

'Left Bank' refers to the left river bank looking downstream.

'Right Bank' refers to the right river bank looking downstream.

The Design Guide

page 62 - 74

The Design Guide shows a series of generic design solutions for the placement and appearance of flood walls and embankments throughout the river corridor. The design principles shown for each solution may be applicable to a number of situations and are intended as 'good practice' examples.

Biodiversity

page 75 - 78

This section is devoted to biodiversity and habitat enhancement and generic design solutions are again presented as 'good practice' models. The section sets out principles and detailed objectives for the protection of the environmental quality of the river corridor.

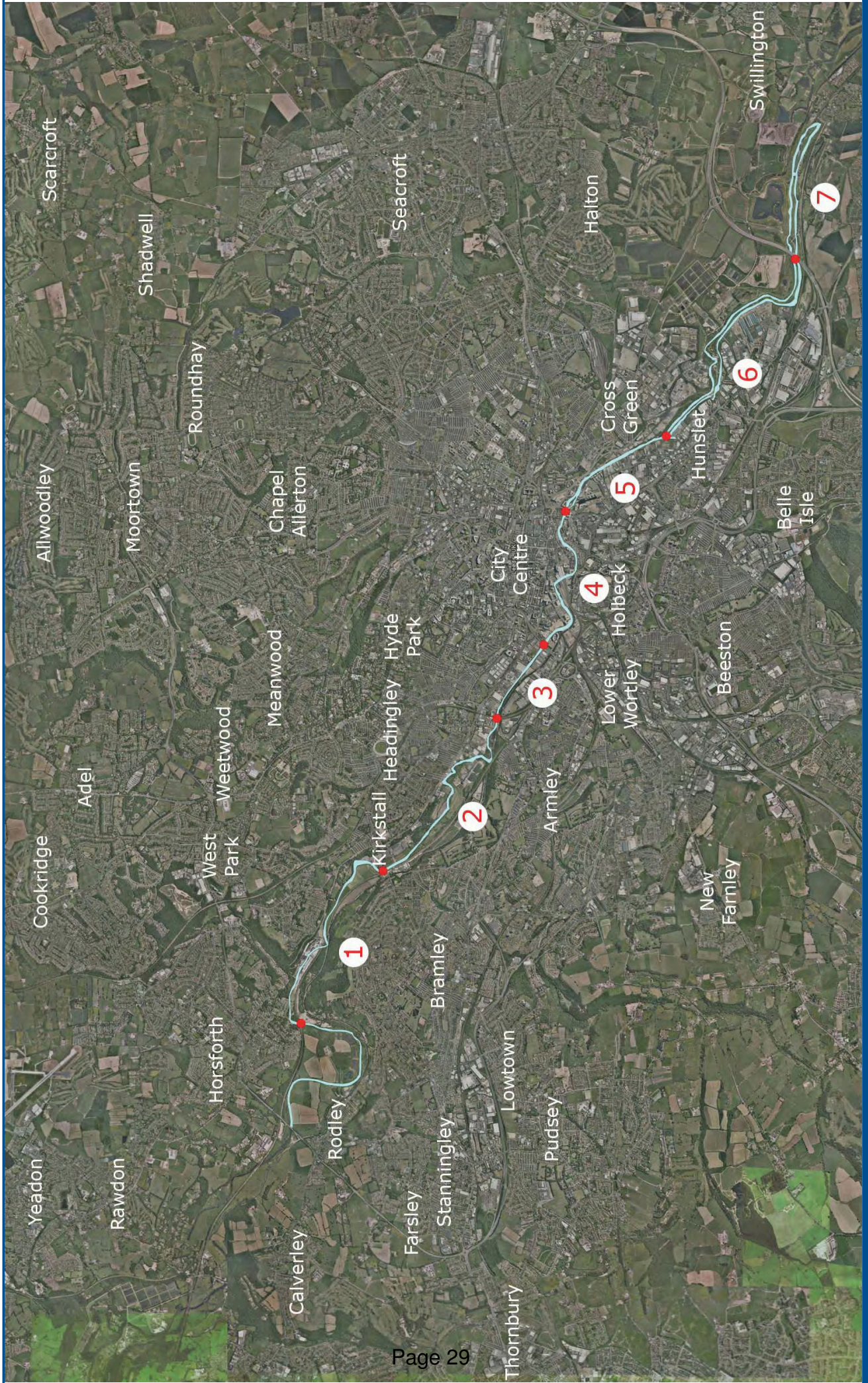
Case Studies

page 79 - 82

This section shows how flood defences could be integrated into the environment in different locations.

Illustrations contained within this document are indicative and may not necessarily represent the final design. Final designs are subject to consultation, funding and planning approvals.

The Study Area - River Corridor and Zones



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The integration of an informal viewing terrace within the flood barrier structure.

This space on the south bank at Brewery Wharf is close to a water taxi point, restaurants, offices and the Centenary pedestrian bridge. It is a busy area where people meet, wait, relax and eat.

The introduction of a flood defence wall, even if set well back at this point, would create a significant visual barrier which could destroy the existing open character.

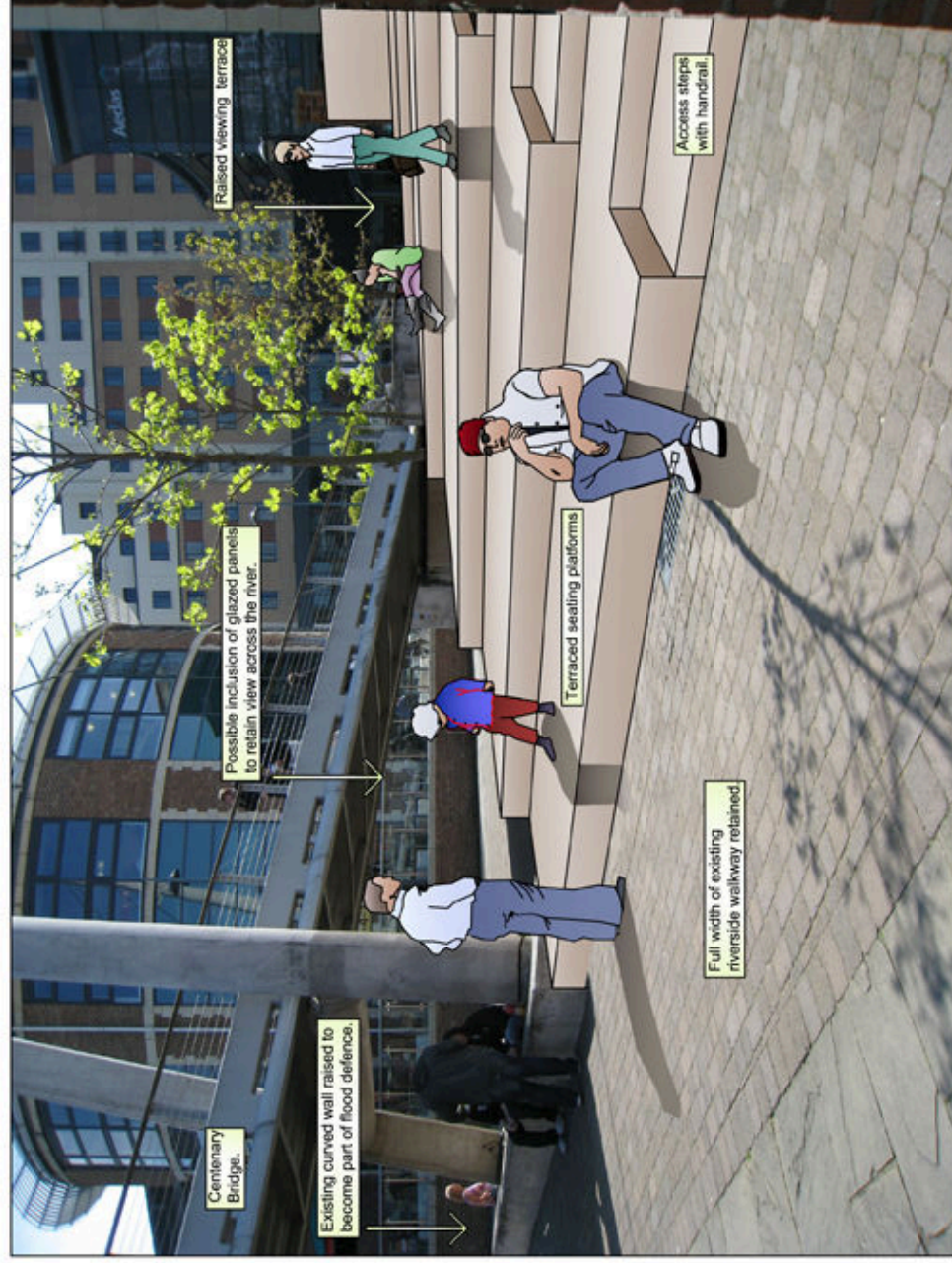
The provision of stepped terracing and viewing platforms could not only reduce the visual impact of the barrier but provide a new waterfront environment which offers seating and improved views across the river. A new ramp which follows the curve of the existing raised restaurant terrace would allow wheeled access. The existing curved wall here could be raised and strengthened to form part of the flood defence barrier. It is recommended that the top section of the wall is glazed to retain views across the river from the restaurant terrace. It may be necessary to relocate the water taxi point downstream slightly to accommodate the length required for the ramp.

Materials, styles and colours should be selected to complement the existing character of the space and ensure the defence integrates visually, as well as physically, with the existing landscape.



Sculpture and art incorporated into defences.

Terraced defences where space allows.



View looking east towards Brewery Wharf.

Image showing the creation of a new amenity space through the provision of terracing.

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Clarence Dock

Summary

Character:

Urban, dense built-up areas, business, industrial, commercial, residential, transport and leisure.

Key Sites:

The Royal Armouries and Clarence Dock - key leisure destination set within mixed use redevelopment area.

Bank Mills Complex - Residential development comprising the conversion of listed mill buildings within a conservation area in prime riverside location.

Hunslet Mill and Yarn Street - key listed building and residential redevelopment sites with prime waterfront location.

Defence Proposals:

New flood walls are proposed along the entire southern bank of the river from Crown Point Bridge to Knostrop Lock where defences will tie into those proposed for Zone 6.

Flood defences are also proposed along parts of the northern bank around Leeds Dam and the new pedestrian crossing point.

Zone 5

Crown Point Bridge to Atkinson Hill Swing Bridge

Context

Zone 5 comprises the eastern city centre including regenerated old industrial buildings and some new development. The eastern riverside conservation area covers land around Rose Wharf on the north bank.

Further east the zone becomes greener and is partly within the Aire Valley Leeds Area Action Plan (see Zone 6 for details), with proposed, commercial, residential and mixed redevelopment sites, regenerated green areas within the river corridor.

Key Sites

The Royal Armouries and Clarence Dock

The Royal Armouries is one of Leeds' key leisure destinations and a popular visitor attraction which houses part of the national collection of weaponry and armour. The Armouries was a key driver for the redevelopment of the adjacent Clarence Dock which is one of Leeds largest mixed-use development areas providing residential apartments, leisure facilities, a hotel and waterside offices, and now houses a vibrant community within walking distance of the city centre.

The Trans Pennine Trail (National Cycle Route 67) runs alongside the river past the Armouries and a new pedestrian bridge provides a link with the developments and pedestrian network on the northern river bank.

★ New flood walls are proposed along the river bank at the Royal Armouries, however these can be integrated into existing buildings and structures. There is the opportunity to make improvements to the riverside route as part of the flood defences by providing a hard wearing surface resistant to flood damage.

Flood defence proposals will not require any alterations to the lock gates at the entrance to the marina of Clarence Dock.

Fearn's Island

The new crossing point from the Royal Armouries connects to the riverside walkway at Fearn's Island and provides an essential link in the pedestrian connectivity between north and south riverside walking routes and to the city centre.

★ New flood walls are proposed along the river's edge at Turlow Court adjacent Fearn's Island. The proposed height of the defences will potentially dominate the riverbank at points and would disconnect users from the river as well as disrupting access to moorings. Special consideration will be required to ensure that views of the river are kept open from the riverside walkway. The defences should be located away from the river's edge if possible or the riverside walkway raised to retain views of the river and to the Royal Armouries and Clarence Dock. Innovative solutions are required to ensure that neither the river becomes hidden nor the adjacent buildings, and their users, become walled in.

The land along Neptune Street behind the waterfront buildings is vulnerable to flooding from the sewer system backing up in times of river flooding. The confluence of Meanwood Beck with the River Aire occurs just below Leeds Dam and sewers connected to Meanwood Beck can back up, overflow and produce local flooding away from the river. Flood defence proposals at this point need to provide mitigating measures to address such flooding, by using valves, pumping stations or other methods.

Bank Mills and Rose Wharf Complex

The restoration of the disused flax mills of Bank Mills and Rose Wharf has added to the regeneration of this area by sympathetically converting the listed building to provide water front residential and office accommodation of great character.

★ There is currently a missing link in the riverside route at Rose Wharf with a diversion onto East Street. There is the opportunity to provide that missing link as part of the defence proposals and so helping to create a continuous route along the northern river bank.

Less dramatic flood defences are proposed around Bank Mills and Rose Wharf than at Fearn's Island, however; defences need to be designed in sympathy with the historic location and provide continuity with the more prominent defences further up stream.

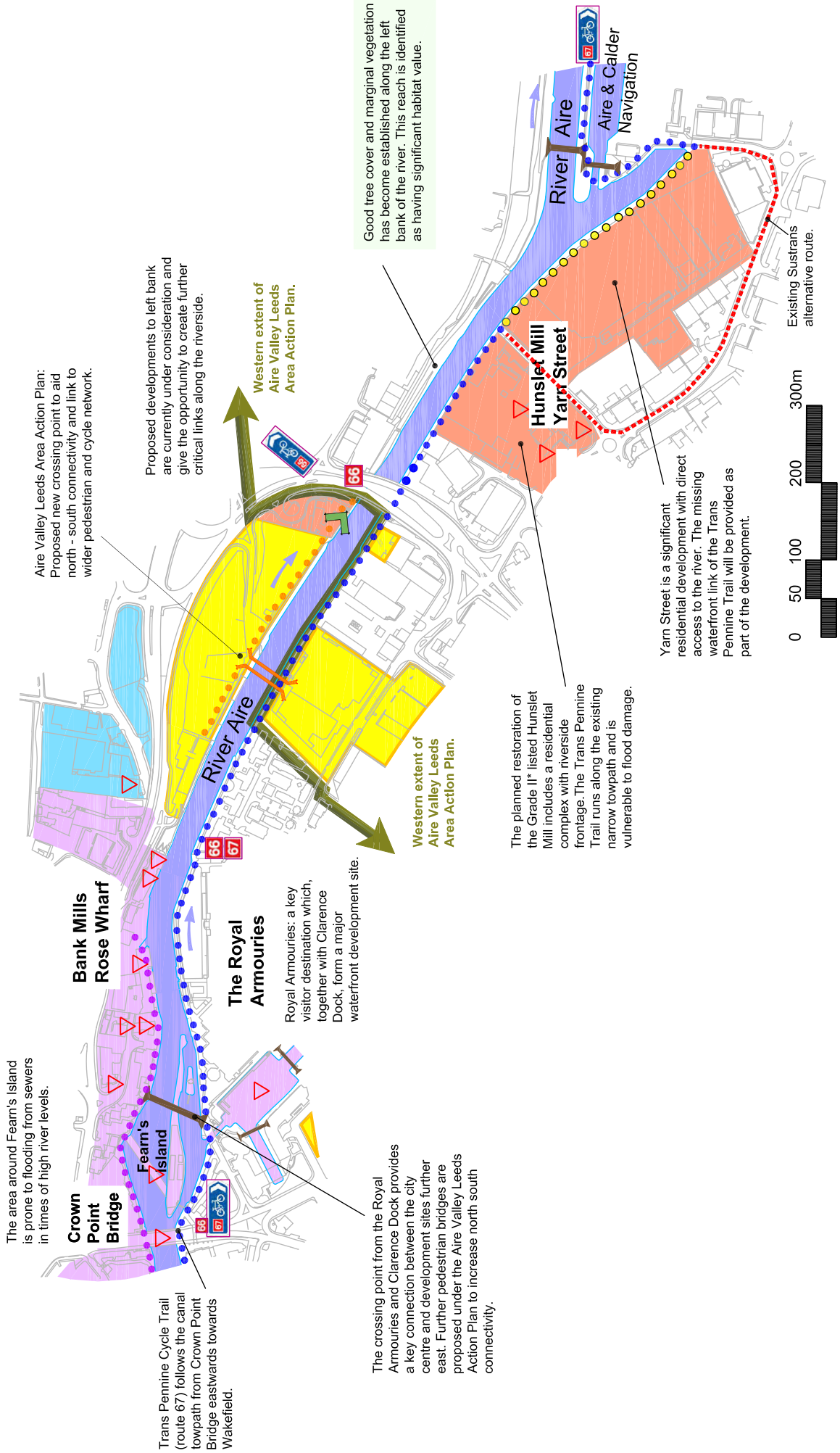
Hunslet Mill and Yarn Street

★ The Grade II* listed Hunslet Mill dominates this section of the river and its restoration offers great potential to form the focus for the regeneration of the waterfront south of Richmond Bridge. Hunslet Mill and the adjacent Yarn Street site have current planning approval for residential development with proposals to open up the waterfront corridor.

Flood defences are proposed along the entire river bank from Richmond Bridge to Atkinson Hill where they tie in with defences in Zone 6. The defences should be designed to provide a transition from the hard urban landscape of the city centre to the softer more natural landscape of the lower Aire valley. The defences around Hunslet Mill should be designed in sympathy with its historic character. Due to the limited space, incorporating the flood wall against or within the building fabric is to be preferred to ensure continued visual and physical connection with the river and to prevent the towpath becoming a corridor enclosed by walls. There is the opportunity to change the character of the defences at the end of Goodman Street to provide a more natural solution, possibly an earth embankment, and to incorporate the defences, along with the Trans Pennine Trail, into the potential riverside open space frontage to the Yarn Street development. There is the added opportunity to provide a 'Gateway' space and access to the Trans Pennine Trail and the waterfront at Hunslet Mill as part of the flood defences.

As the flood defences move away from the city centre, softer solutions should be considered as more visually and environmentally appropriate along with the opportunity to provide biodiversity enhancements as part of the scheme.

Zone 5 covers the area immediately east of Leeds City Centre. The Royal Armouries and adjacent waterfront developments have transformed the river environment into a vibrant leisure and entertainment area. Further east the river corridor character becomes greener although large tracts of land on both the north and south banks are designated development sites. The Aire Valley Leeds (AVL) Area Action Plan covers approximately 1000 hectares of development land stretching from the Royal Armouries Museum to the M1 Motorway (zone 6).



The crossing point from the Royal Armouries and Clarence Dock provides a key connection between the city centre and development sites further east. Further pedestrian bridges are proposed under the Aire Valley Leeds Action Plan to increase north south connectivity.



If a map forms part of this drawing - The map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Leeds City Council 10/001565/2007.



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- Leeds Waterfront Strategy.
- Leeds Waterfront Strategy partial Review. July 2006
- Leeds City Centre Urban Design Strategy. September 2000
- Biodiversity and Waterfront Development
- Biodiversity and Waterfront Development, Sustainability Appraisal of the SPD
- Renaissance Leeds Delivery Plan 2007 - 2009
- Countryside Strategy Management Areas:
 - West of Leeds
 - Lower Aire Valley
- Aire Valley Toppath Route information leaflet LCC, Parks and Countryside
- Creating the Place, A Design Guide for Aire Valley Leeds
- Sustainable Development in Leeds
- Sustainable Drainage in Leeds
- Wetland Vision Partnership (RSPB, Wildlife Trusts, Natural England, English Heritage and the Environment Agency)

Leeds Local Development Framework: Development Plan Documents:

- The Local Development Framework (LDF) is the name given to the new system of Development Plans introduced by the Planning and Compulsory Purchase Act 2004. The Local Development Framework is gradually replacing the Unitary Development Plan.
- Leeds City Council Core Strategy -- Issues and Alternative Options, Shaping the Future
- Leeds Strategic Flood Risk Assessment
- West Leeds Gateway Area Action Plan
- Kirkstall Road Renaissance Area
- Kirkstall Valley Park, feasibility study and design proposals (unpublished)
- Kirkstall Valley Park Plan and West Leeds Country Park
- Kirkstall Valley Planning Framework
- Holbeck Urban Village, revised planning framework
- Aire Valley Leeds Area Action Plan
- Leeds Biodiversity Action Plan
- Leeds Unitary Development Plan

EXISTING (including planned development)

| | | | |
|--|---|--|---|
| | Public Right of Way | | Key Sites |
| | Non Definitive Right of Way | | Key Access Point |
| | Footpath/Cycleway Built as part of development | | Listed Building/Structure |
| | Walkway/Cycleway committed within new development | | Conservation Area |
| | Canal Tow Path Route | | Local Nature Area |
| | National Cycle Route new link committed | | Site of Special Scientific Interest |
| | Development Site Pre Application | | Scheduled Ancient Monument |
| | Development Site under Construction | | Areas protected by Tree Preservation Order |
| | Development Site Permission Granted | | National Cycle Route |
| | Development Site Current Application | | National Cycle Route number |
| | Aire Valley Leeds Development Site | | Sustrans alternative Cycle Route |
| | Aire Valley Leeds Development Site Pre Application | | Potential Pedestrian/Cycle bridge planned under new development |
| | Aire Valley Leeds Greenspace/Amenity area | | Proposed Road Bridge - Aire Valley Leeds |
| | Aire Valley Leeds potential route connection - Vehicle | | Existing Pedestrian/Cycle Bridge |
| | Aire Valley Leeds potential route connection - Pedestrian/Cycle | | |

Left Bank: refers to the left bank of the river looking downstream
 Right Bank: refers to the right bank of the river looking downstream

ENVIRONMENT AGENCY

| | |
|--|---------------------------------|
| | Predicted 200 year flood extent |
| | Proposed Flood Defence |

DESIGN VISION

| | |
|--|---|
| | Potential Habitat link |
| | Potential Pedestrian/Cycle bridge |
| | Potential route connection Pedestrian/Cycle |
| | Potential Urban Park/Space |



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The following Design Guide illustrates the main issues associated with the height, location and design of defence structures and their potential visual and physical impact on waterfront spaces.

Proposals are generic and illustrate general design principles as opposed to specific Environment Agency proposals.

The main aim of the guide is to suggest how design could be used to mitigate the potential negative impact of defences and where possible create positive benefits for amenity and leisure.

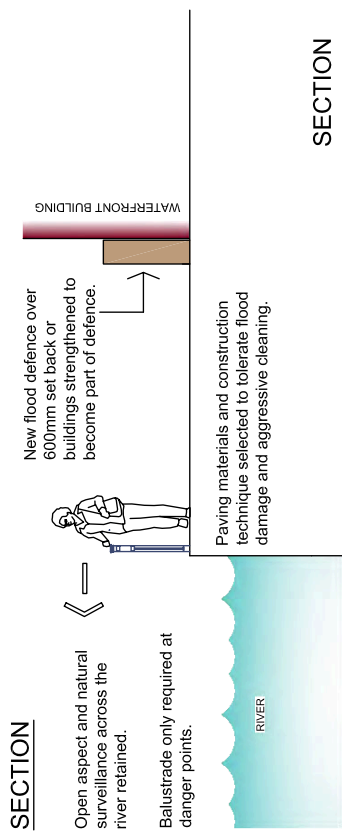
The design philosophy aims to seek ways of using defence structures to enhance the waterfront environment whilst retaining local character. Where a negative impact is unavoidable alternative solutions are illustrated.

LEEDS FLOOD ALLEVIATION SCHEME -

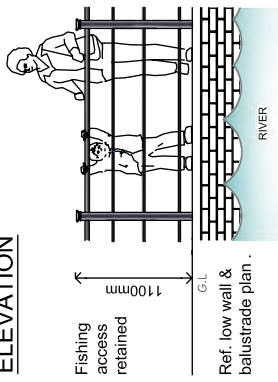
Walls - Visual impact of varying heights 1

ILLUSTRATION OF VIEWS AFFECTED BY FLOOD DEFENCE HEIGHTS

NO WALL



ELEVATION



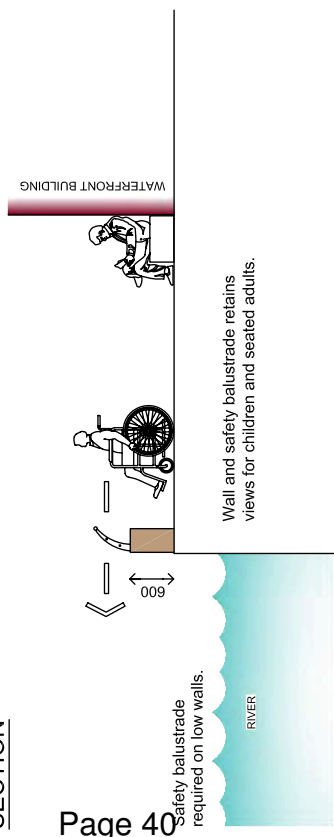
OPEN VIEWS RETAINED

Ref. 'Handrail Design Guide for the River Aire through Leeds'.

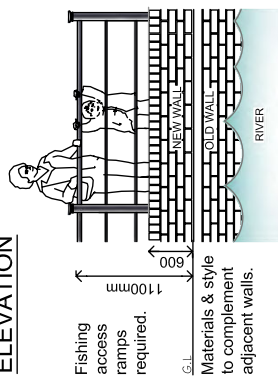


LOW WALL & BALUSTRADE

SECTION



ELEVATION



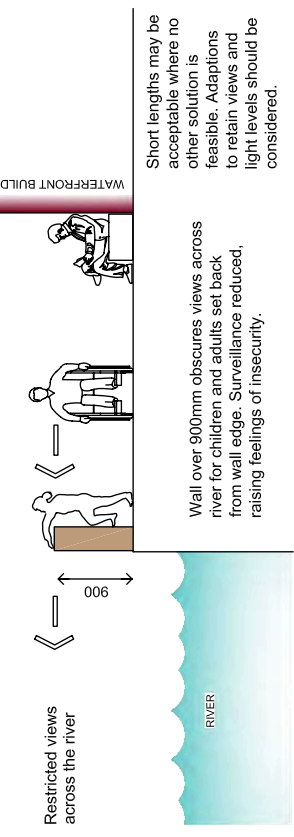
PARTIAL VIEWS

Ref. 'Handrail Design Guide for the River Aire through Leeds'.

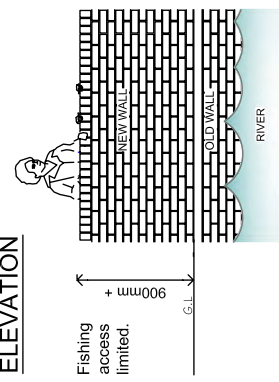


WALL OVER 900mm

SECTION



ELEVATION



RESTRICTED VIEWS

Ref. 'Handrail Design Guide for the River Aire through Leeds'.





Kirkstall - city centre

Information sheet

Upper section of the proposed Leeds scheme

Between Kirkstall to Woodlesford, Leeds is at risk of flooding from the River Aire.

This information sheet explains what we propose to do to reduce the risk of flooding across the upper section, from Newlay Bridge to Wellington Road Bridge at the Inner Ring Road interchange near the Yorkshire Post building - see map overleaf.

For more details on the whole scheme and the other options we considered please see our leaflet - *The Leeds (River Aire) flood alleviation scheme*.

What is this area like?

From Newlay Bridge to Kirkstall, the River Aire has riverside paths and habitat for wildlife such as otters. The area becomes more industrialised south of Kirkstall Abbey, towards the city centre, with recent development mixed with areas such as Kirkstall Nature Reserve, sports fields, woodland and some derelict sites. Historic sites include Kirkstall Abbey, Armley Mills Museum and the St Ann's Mill site.

Why are defences needed?

There are no formal flood defences along this stretch of the river. This means that during heavy rainfall, the extra water will overflow, causing the local area to flood. Although some of the existing buildings and earth embankments in the area act as informal flood defences, these do not meet the standards needed.

Where will the new defences be?

The map overleaf shows where we propose the defences will be:

- Defences further down from the BHS site at Kirkstall (towards the city centre).
- Defences from the Home Office building along to Cardigan Fields leisure complex, under the viaduct and then all the way to Wellington Bridge.

What kind of defences might be built?

The type of defences will vary with the landscape, available construction space and the surrounding properties.

Just after the BHS site, towards the city centre, a new wall would be built which would need to reach a maximum of three metres high.

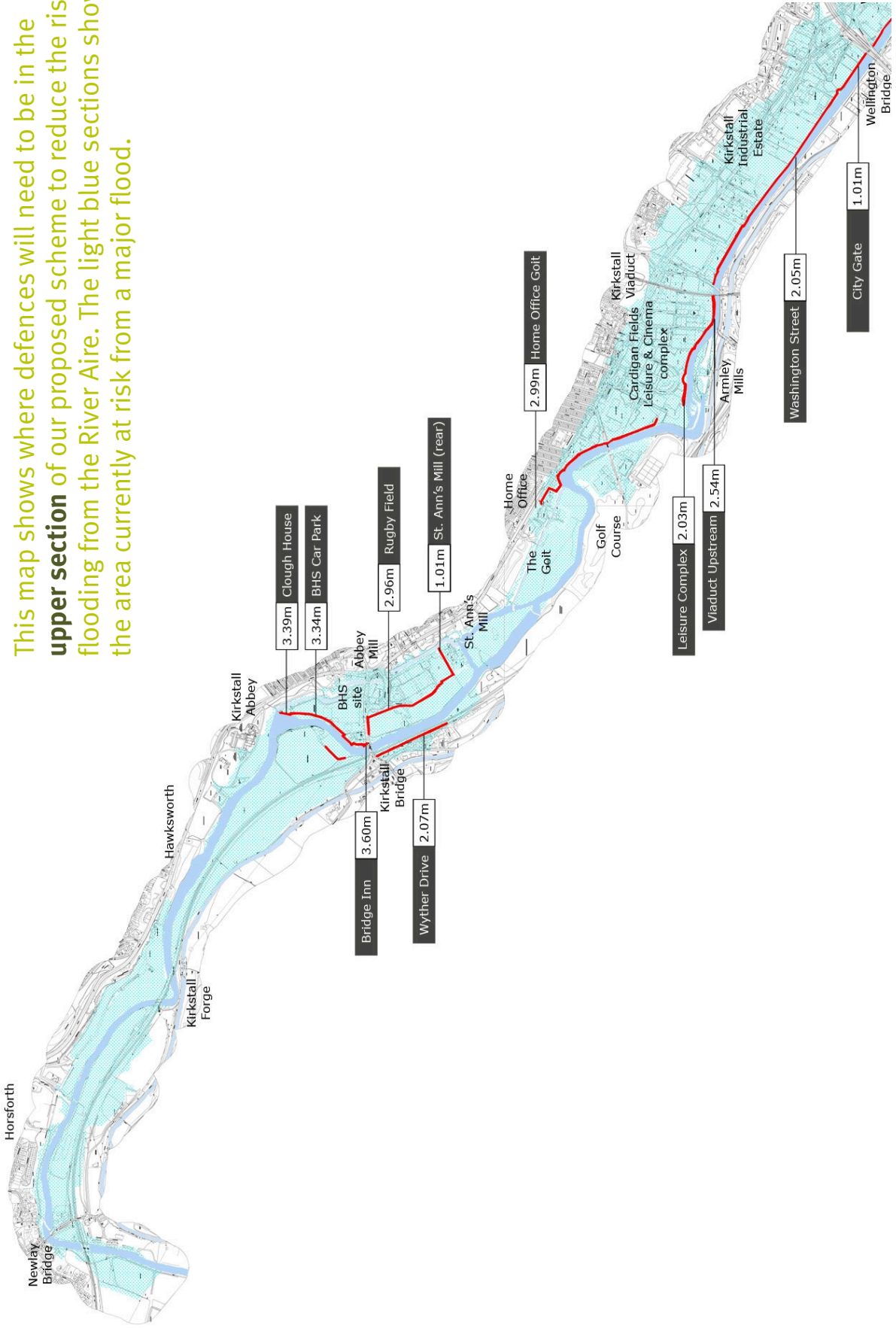
The area is built up between Kirkstall Bridge and the viaduct - defences would be a new wall which could possibly include terracing and seating to provide attractive walks and views of the river. Defences along this stretch vary in height between 1-3 metres.

Between the viaduct and Wellington Bridge it is likely that walls will need to be built, but as this land is earmarked for redevelopment. We could work with partners to design defences into the new developments, and open this stretch up for riverside walks. Defences would need to reach a maximum height of two metres.

What happens now?

We want to hear your views on our proposals and what you would like to see done along the river. If you have any questions or comments contact us on leeds.scheme@environment-agency.gov.uk, call 0113 231 2480 or write to The Leeds (River Aire) flood alleviation scheme, Environment Agency, Rivers House, 21 Park Square South, Leeds, LS1 2QG. More information is also available at www.environment-agency.gov.uk/leedsscheme

Kirkstall - city centre



city centre - Knostrop

Information sheet

Middle section of the proposed Leeds scheme

Between Kirkstall to Woodlesford, Leeds is at risk of flooding from the River Aire.

This information sheet explains what we propose to do to reduce the risk of flooding across the city centre, *from Wellington Bridge to the start of the Aire and Calder Navigation at Knostrop* - see the map overleaf.

For more details on the whole scheme and the other options we considered please see our leaflet - *the Leeds (River Aire) flood alleviation scheme*.

What is the area like?

Through the city centre the river flows through extremely built up areas. Along the river are houses, businesses and attractions such as the Royal Armouries. There is a mixture of historic buildings, new development and land earmarked for redevelopment. Footpaths run alongside the river for much of this section.

Why are defences needed?

There are no formal flood defences along this stretch of the River Aire, and in the past many properties in this area have been badly flooded. The river is constrained by development, so when the river level rises it easily floods the riverside properties.

Where will the new defences be?

The map overleaf shows where we propose the defences will be:

- Short stretches of walls between the canal and the river near Whitehall Road;
- Alongside Wellington Place;
- In areas along the right hand side of the river from the train station to the Aire and Calder Navigation;
- In areas along the left hand side of the river from the train station to downstream of Fearn's Island.

What kind of defences might be built?

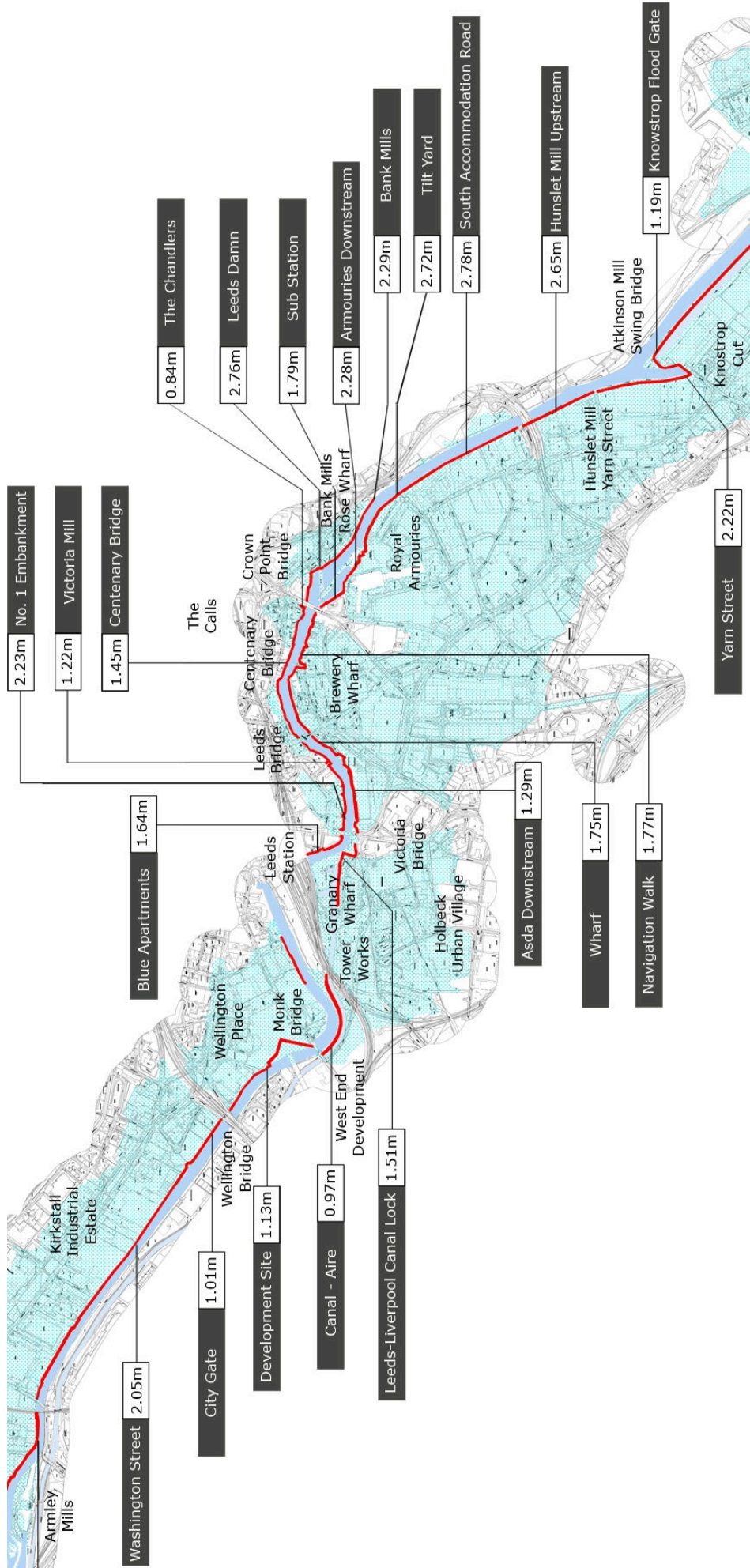
Because there is so little space between the river and the surrounding areas, there is not much room to build defences, which limits our options. From the train station to Bridge End Road we can strengthen existing walls and other structures to provide the defence. In other areas we can build new walls and where space allows, these would be provided through raised landscaping and stepped seating. In certain buildings, we would need to strengthen or infill very low windows.

What happens now?

We want to hear your views on these proposals and what you would like to see done along the river. If you have any questions or comments contact us on leeds.scheme@environment-agency.gov.uk, call 0113 231 2480 or write to The Leeds Flood Alleviation Scheme, Environment Agency, Rivers House, 21 Park Square South, Leeds, LS1 2QG. More information is also available at www.environment-agency.gov.uk/leedsscheme.

city centre -Knostrup

This map shows where defences will need to be in the **middle section** of our proposed scheme to reduce the risk of flooding from the River Aire. The light blue sections shows the area currently at risk from a major flood.



Knostrop - Woodlesford

Information sheet

Lower section of the proposed Leeds scheme

From Kirkstall to Woodlesford, Leeds is at risk of flooding from the River Aire.

This information sheet explains what we propose to do to reduce the risk of flooding across the lower section, **from the Aire and Calder Navigation at Knostrop, through Hunslet out to Woodlesford** - see the map overleaf.

For more details on the whole scheme and the other options we considered please see our leaflet - *the Leeds (River Aire) flood alleviation scheme*.

What is the area like?

The river runs through an urbanised area dominated by businesses and apartments before the banks become more natural in appearance as it leaves the city. There are historic buildings such as Thwaites Mill near the river. The Aire and Calder Navigation runs alongside the river with riverside walks including sections of the Trans Pennine Trail. The river and navigation provide opportunities for fishing and habitat for wildlife, such as otters and kingfishers. Beyond the M1, the river becomes increasingly rural - old mineral and coal extraction sites have been restored leaving new wetland areas important for wildlife and recreation, such as Skelton Lake.

Why are defences needed?

There are no flood defences along this stretch of the River Aire. The main risk of flooding is if the river floods and flows over its banks into the Aire and Calder Navigation. Because there is little space for extra water in the Aire and Calder Navigation, this can flood areas both up and down stream.

Where will the new defences be?

The map overleaf shows where we propose the defences will be:

- On the right hand bank between the Aire and Calder Navigation and the river between Knostrop and Thwaite Gate
- A small area around Thwaite Mills and then again from just below the Mills to the M1 road bridge.
- A small area either side of Swillington Bridge protecting Woodlesford.

What kind of defences might be built?

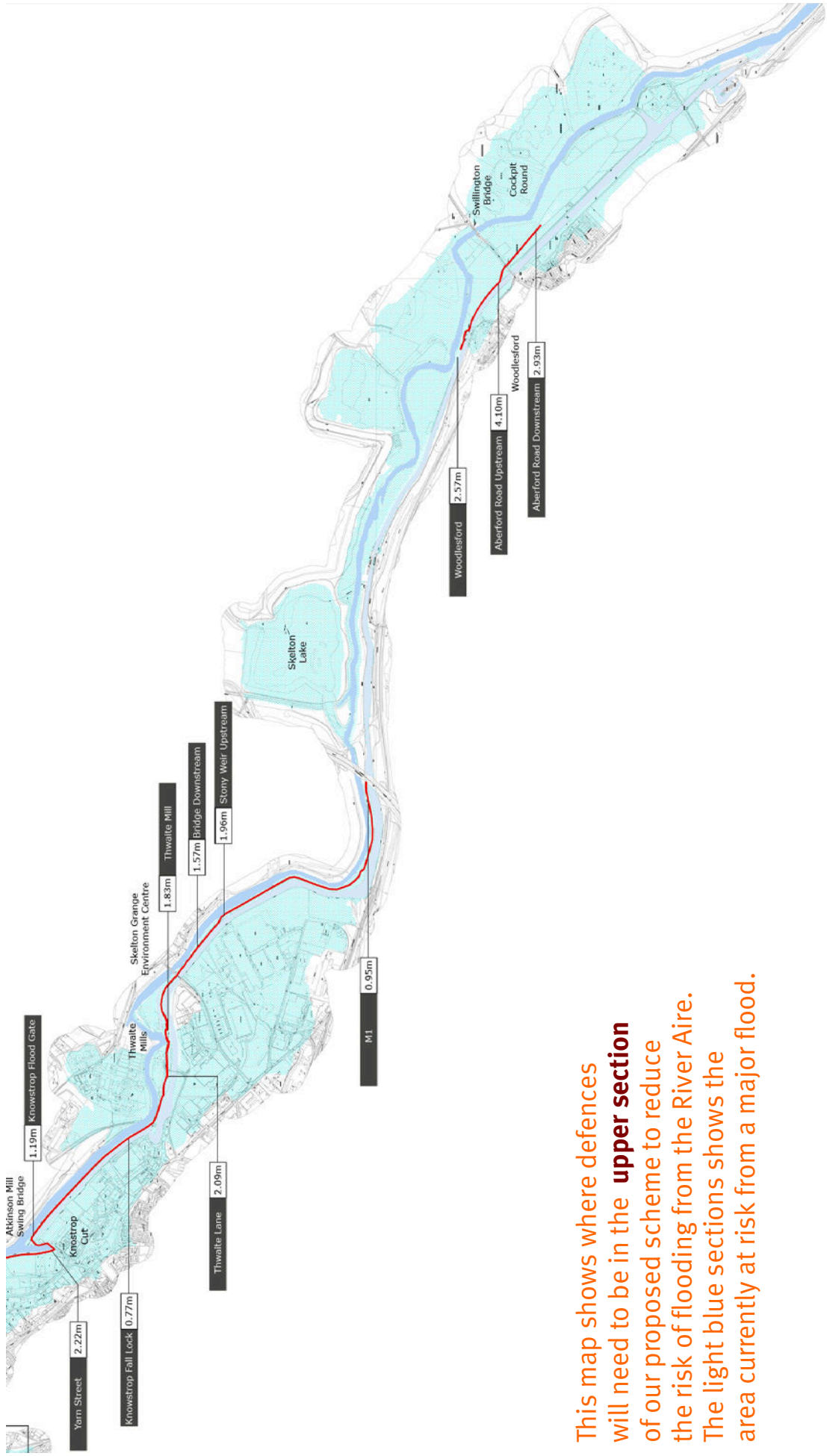
Raised embankments are likely to be needed on the narrow strip of land between the river and the Aire and Calder Navigation at Knostrop and Thwaite Mills. These would rise to a maximum height of 2.5 metres, but would appear much lower, as we would have the footpath on top to keep riverside views and access. Similar embankments would be required upstream (towards the city centre) of the M1 road bridge ranging in height from 0.5 to two metres.

At Woodlesford, either side of Swillington Bridge, these will be grassed slopes between the river and canal.

What happens now?

We want to hear your views on these proposals and what you would like to see done along the river. If you have any questions or comments contact us on leeds.scheme@environment-agency.gov.uk, call 0113 231 2480 or write to The Leeds (River Aire) flood alleviation scheme, Environment Agency, Rivers House, 21 Park Square South, Leeds, LS1 2QG. More information is also available at www.environment-agency.gov.uk/leedsscheme

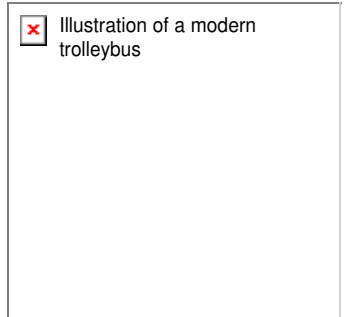
Knostrop – Woodlesford



This map shows where defences will need to be in the **upper section** of our proposed scheme to reduce the risk of flooding from the River Aire. The light blue sections shows the area currently at risk from a major flood.

What are trolleybuses?

Trolleybuses run on rubber tyres like a regular bus but they are powered by electricity from overhead wires.



Environment

They have fast, smooth acceleration and are clean, quiet and don't pollute the local environment.

Quicker, more reliable journeys

The NGT trolleybuses would use dedicated lanes wherever possible to help avoid congestion, making journeys quicker and more reliable.

Accessible

The vehicles would be modern, easily accessible for wheelchairs and buggies and will be fully compliant with the Disability Discrimination Act (DDA).

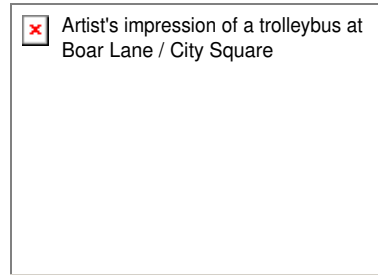
NGT proposals

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NGT routes

The NGT proposal, information about trolleybuses and details of the proposed routes.



The proposal

The initial routes proposed are from north, south and east Leeds into and around the city centre.

[See an aerial view of all the routes \(jpeg image\)](#)

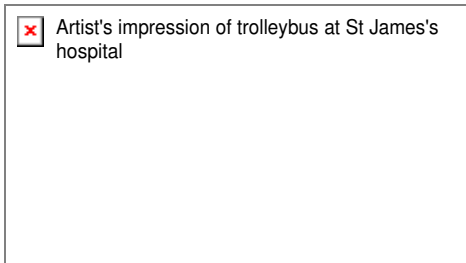
We are also looking at the potential for other NGT routes in the future, including possible routes to Leeds Aire Valley and to east and west Leeds.

The aim is to tackle congestion, combat pollution and improve vital links between the city's businesses, its universities, Leeds General Infirmary, St James's Hospital and the city centre. [The NGT story so far](#)

Trolleybuses

Our preference is for NGT to be operated by modern trolleybuses.

Trolleybuses run on rubber tyres like a regular bus but they are powered by electricity from overhead wires. They have fast, smooth acceleration and are clean, quiet and don't pollute the local environment.



[More about trolleybuses](#)

NGT routes

Trolleybuses would travel along the three initial routes, from north, south and east Leeds into and around the city centre. These are the routes where:

- Traffic congestion already causes problems or is likely to cause problems in the future.
- There is no easily accessible rail alternative.
- Faster and more efficient transport links would provide the greatest benefits to education, health, employment and the city's overall economy.

[North route](#)

[South route](#)

[East route](#)

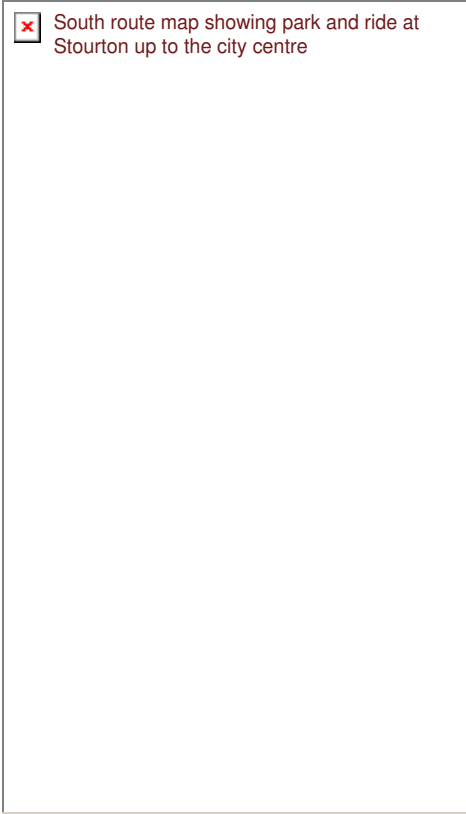
[City centre route](#)

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NGT south route

The south route would start at a new Park & Ride site at Stourton, near the intersection for the M1/M621 at Junction 7 of the M621. It would travel into Leeds through Hunslet and Clarence Dock.

The map below shows our preferred route in orange and an alternative option shown by the dashed line, or you can [view a larger aerial map \(jpeg\)](#) of the route.



Our preferred route starts at the Park & Ride site, it then diverts from the A61 along a new ?NGT-only? link road next to the railway line, before passing Hunslet District Centre.

This option would provide a new public transport service for the properties surrounding Pepper Road and would directly serve the Hunslet District Centre.

This should offer faster journey times as trolleybuses would be separated from general traffic for some of the route.

An alternative option that we considered also started at the Park & Ride site. It did not divert along an ?NGT-only? route, but followed the A61.

This option would serve businesses along the A61 but would not directly serve the Hunslet District Centre.

Trolleybuses would also be mixed with general traffic along some parts of this route, therefore journey times would be less reliable.

[NGT proposals](#)

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NGT city centre route



The city centre route is shown on the map to the left.

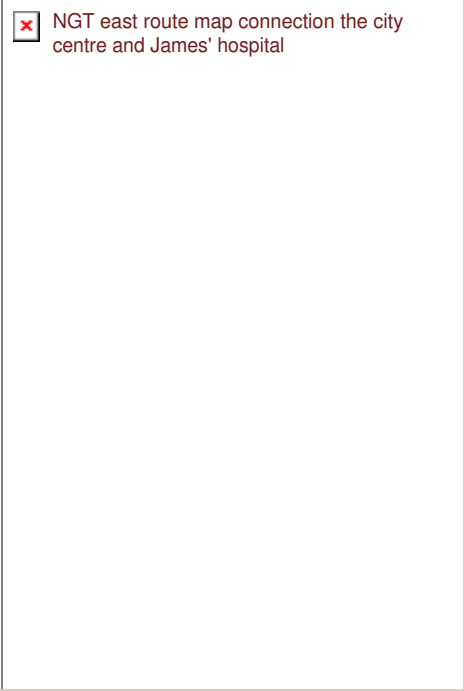
It will connect all three routes - north, south and east - to the city centre.

You can also [view a larger aerial map \(jpeg\)](#) of the route.

[NGT proposals](#)

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NGT east route



The east route, shown in the map below, would connect Leeds city centre to St. James's Hospital via Beckett Street and Burmantofts Street, enhancing public transport links to this major teaching hospital.

You can also [view a larger aerial view \(jpeg\)](#) of the route.

[NGT proposals](#)

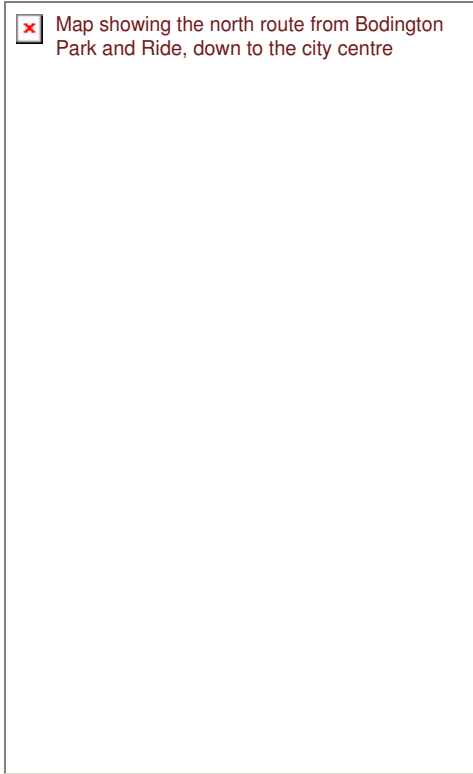
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NGT north route

The north route would begin at a new Park & Ride site at Bodington (just outside the Leeds Outer Ring Road). It would travel into Leeds along the A660, through Lawnswood, Headingley, Hyde Park and would pass both Universities.

The map below shows our preferred route in orange and an alternative option shown by the dashed line, or you can [view a larger aerial view](#) of the route.

Our preferred route includes a new ?NGT-only? link road running behind the Arndale Centre.



This would allow trolleybuses to avoid traffic congestion in Headingley centre, meaning faster journey times and a more reliable service. This route would also provide new facilities for pedestrians and cyclists.

A new NGT stop at Wood Lane on the new link road would provide easy access to Headingley centre.

An alternative option we considered was to re-route general traffic behind the Arndale Centre on a new road, with trolleybuses travelling in front of the Arndale Centre along with other buses.

NGT would serve Headingley centre directly under this option.

However, using the route behind the Arndale Centre for general traffic would have a greater environmental impact with increased noise and air pollution. More land would also be needed.

[NGT proposals](#)

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NGT questionnaire

Our proposals

- Our proposals**
- What is important to you
- Your comments
- How you travel
- About you
- Keep informed

NGT questionnaire

NGT stands for New Generation Transport, a proposed new public transport scheme for Leeds. We'd like your views on our proposals to help us develop the scheme.

Q1. What do you think of our proposals for the NGT scheme?

Please tell us your reasons

? [Remind me of NGT's proposals](#) - this link will open in a new window.

Q2. What do you think of our proposals to use modern trolleybuses on the NGT network?

Please tell us your reasons

? [What are trolleybuses](#) - this link will open in a new window.

Q3. What do you think of our proposals for park & ride sites at the end of the North and South routes?

Please tell us your reasons

? [See the proposed routes](#) - this link will open in a new window.

Q4. Would you consider using one of the NGT

park & ride sites?

?

Why is this?

?

Please specify

Please Select ...

?

Next

Cancel

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Telephone 08459 335577

Email helpline@defra.gsi.gov.uk

Website www.defra.gov.uk



Our ref: CROW 44

To: All Local Access Forums in England

28 May 2009

From Huw Irranca-Davies MP

Minister for the Natural and Marine Environment, Wildlife and Rural Affairs

Dear Local Access Forum member,

In writing this letter I want to not only introduce myself, as the Minister for the Natural and Marine Environment, Wildlife and Rural Affairs, but also to highlight the importance I attach to the dedicated work of Local Access Forums around the country.

My Ministerial responsibilities include not only the new provisions for coastal access but also urban greenspace, common land and National Parks, and therefore Local Access Forums and most of their areas of interest fall under my remit. I have already had contact with some Forums on specific issues, but I thought it would be useful to give you all some idea of how I see the role of Forums developing in the future.

I am sending this letter not only to the Secretaries of the Forums, but also to the Chief Executives of all Local Authorities in England, because I think it is important to spread the word about the excellent work that Forums are already doing, and about their potential to advise, assist and influence in future Government access programmes.

Since their establishment Forums have come a long way, and they are constantly evolving and developing as they face new challenges. Whilst we have issued revised Guidance and new Regulations for Local Access Forums in 2007, and will ensure that Forums are statutory consultees on relevant matters, there is still considerable flexibility and scope for individual Forums to work in ways which are most suited to their specific local needs. Some Forums have taken on these challenges and are setting the access agenda in their areas, and I hope that some of this best practice can be shared more widely.

I am aware that the links between individual Forums and central government, and its agencies, have not always been as clear as you would have liked, and I understand that Forums have worked together to achieve the aim of speaking with one voice by creating the England Access Forum, which will go some way to improving these links.

There is also an obligation on central government, having sought the views of Forums, to give proper weight to those views, and there is a need for all bodies receiving advice from Forums to be fully aware of the status and role of Forums and the value of their advice. I am looking at ways of raising awareness of Forums to address these concerns.

Access is now taking on a central role in achieving many of the Government's targets on health, reducing anti-social behaviour, and promoting more sustainable forms of transport. It also has a significant importance in helping people engage with the natural environment and promoting a sense of well being.

I hope that rights of way improvement plans can now be implemented over the next few years with the recognition by stakeholders of the their social value and look forward to Forums joining me in helping to deliver their aims. There is much work to do and with the introduction of the coastal access provisions in the Marine and Coastal Access Bill there will be a particular role for those Forums whose areas include coastline in providing expert advice to Natural England on the delivery of coastal access in their region.

In conclusion I would just like to acknowledge the hard work that so many people have contributed over the last few years as members of Forums. I recognise that you all do this as volunteers, and your commitment and dedication is much appreciated. You have a key role as representatives of your local communities, ensuring that access is not overlooked. I will be asking Natural England, both nationally and regionally, to look closely at this and to give Forums the support they need.

A handwritten signature in black ink, appearing to be 'Huw Irranca-Davies', with a stylized, cursive script.

HUW IRRANCA-DAVIES

ACCESS NEWSLETTER

Issue 39

June 2009

Update On Marine And Coastal Access Bill

The Marine and Coastal Access Bill was introduced to the House of Commons on 9 June, having completed its passage through the House of Lords with Third Reading on 8 June. The second reading debate in the Commons took place on 23 June and it will now be debated in Committee. The Bill is expected to receive Royal Assent in the Autumn.

A number of amendments were made to the Bill during its passage through the Lords including amendments to Part 9 on coastal access. The main changes to the coastal access provisions were to clarify the intended role for local authorities in implementation; and to provide for a review by an appointed person of objections made on Natural England's proposals.

More detail on coastal access, including on these and other changes made to the Bill, can be found at

<http://www.defra.gov.uk/wildlife-countryside/access/access-coast.htm>

Further information on the Bill overall can be found on the Defra website at

<http://www.defra.gov.uk/marine/legislation/index.htm>

A revised version of the Bill as amended by the House of Lords and the explanatory notes has been published and can be found at <http://services.parliament.uk/bills/2008-09/marineandcoastalaccess.html>

If you have any queries please write to coastal.access@defra.gsi.gov.uk

Recent Updates To LAF Guidance

Huw Irranca-Davies recently wrote to all local highway authority Chief Executives, and all Local Access Forums, to highlight the importance of the work the Forums carry out. In the letter he acknowledged the hard work that people have done as members of Forums.

He also highlighted the need for bodies receiving advice from Forums to be aware of the value of their advice and set out how the role of Forums may develop in the future. This letter, along with further information and Guidance issued by the Secretary of State about the role and work of Forums, is available at www.defra.gov.uk/wildlife-countryside/access/crow/local-access-forums.htm.

This Guidance has recently been updated to reflect a few technical changes and recent developments; Defra has written to all Forums to notify them of the modifications. As this was not a comprehensive review of the Guidance, hard copies have not been reissued. However, the letter (www.defra.gov.uk/wildlife-countryside/pdf/access/crow/20090528laf-guideletter.pdf) shows at a glance, what changes have been made and can be inserted into existing hard copies of the Guidance to ensure readers are aware of the amendments.