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**Report of the Chief Planning Officer**

**PLANS PANEL CITY CENTRE**

**Date: 10<sup>th</sup> MARCH 2011**

**Subject : NEW PEDESTRIAN CROSSING ADJACENT TO LEEDS ARENA, CLAY PIT LANE, LEEDS. REFERENCE 11/00755/RM**

**APPLICANT**

Leeds City Council

**DATE VALID**

22<sup>nd</sup> February 2011

**TARGET DATE**

19<sup>th</sup> April 2011

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**Electoral Wards Affected:**

City and Hunslet

No

Ward Members consulted

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

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**RECOMMENDATION:**

**DEFER and DELEGATE to the Chief Planning Officer for approval subject to the specified conditions (and any others which he might consider appropriate) and subject to no new issues being raised prior to the expiry of the statutory notification period.**

Conditions

- 1 Development to be in accordance with approved plans.

**Reasons for approval:**

In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory consultees, and Government Guidance and Policy as detailed in the Planning Policy Guidance Notes and Statements, and (as specified below) the content and policies within Supplementary Planning Guidance (SPG) and The Development Plan consisting of the Regional Spatial Strategy and Leeds Unitary Development Plan Review 2006 (UDPR).

- (a) The proposal is in accordance with the Development Plan as a whole together with other material planning guidance.
- (b) The proposal would improve pedestrian accessibility across Clay Pit Lane for both existing users and those going to and from the arena.
- (c) The development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

## **1.0 INTRODUCTION**

- 1.1 Outline planning permission for Leeds Arena was granted in March 2010 (09/04815/OT). Reserved Matters details of the scale and appearance of the building, the site layout and the principal landscaping details were agreed by Plans Panel on 12<sup>th</sup> November 2011 (10/04022/RM). Members were advised that work was ongoing on the design of the Clay Pit Lane pedestrian crossing and that details of the proposals would be reported to Plans Panel. This application provides details of the crossing.

## **2.0 SITE AND SURROUNDINGS**

- 2.1 The arena site is located on the northern edge of the city centre. The public entrance into the arena will be on the west elevation of the building accessed from a wide piazza area laid out between the building and Clay Pit Lane which flanks the western boundary of the site.
- 2.2 Clay Pit Lane consists of two outbound and inbound lanes adjacent to the site. An existing staggered pedestrian crossing is located at the southwest corner of the arena site north of the junction of Providence Place with Clay Pit Lane. Given that Woodhouse Lane multi-storey car park, one of the main arena car parks, is situated to the north-west of the site there will be significant pedestrian movements across Clay Pit Lane to and from the arena.
- 2.3 To the north of the site Little London contains significant areas of housing. There are limited opportunities to cross Clay Pit Lane towards the city centre such that the existing crossing is well used by these residents.

## **3.0 PROPOSALS**

- 3.1 Following investigation of the opportunities and constraints this application seeks approval of the pedestrian crossing arrangements pursuant to condition 40 of the outline planning permission.
- 3.2 The proposed crossing is located in a similar position to that existing, immediately north of the junction of Providence Place and Clay Pit Lane to the front of Hepworth House. The crossing would be 10 metres wide, the maximum permitted by the Secretary of State. The outbound carriageway width will be reduced by approximately 1.5 metres enabling both the central reservation and the northern footway outside Hepworth House to be widened. Green granite chippings are proposed in the carriageway surfacing to help define the crossing. Perfecta paving is to be provided throughout the Clay Pit Lane corridor between Merrion Way and the northern edge of the arena site.
- 3.3 The crossing would technically be two coordinated crossings, operating in such a way that for the majority of people it will perform like a single, straight, crossing. No guard rails are required.

- 3.3.1 When in “arena exit mode” the arena side of the crossing will change to green man and run for up to 60 seconds. 3 seconds later the outbound crossing will change to green man, also for up to 60 seconds allowing progression across Clay Pit Lane without needing to wait in the central reserve. The traffic phase will be run for as short a time as possible, probably 10 seconds for a late evening finish. Similarly, when pedestrians are arriving for an event the crossing timings will be adjusted to give favourable pedestrian access.
- 3.3.2 The timings will be pre-programmed according to the size of arena event. Urban Traffic Control will fine-tune the crossing timings when the arena is operating to ensure the best possible service for pedestrians.
- 3.3.3 When the arena is not operating the pedestrian crossing will have timings similar to other crossings. The signals will only change when there is pedestrian demand.

## **4.0 PLANNING HISTORY**

09/04815/OT Outline planning permission was granted on 26<sup>th</sup> March 2010. The permission included a condition (40d) which required details, including the proposed pedestrian crossing across Clay Pit Lane to be agreed.

10/04022/RM Reserved Matters details of the scale and appearance of the building, the site layout and the principal landscaping details were agreed by Plans Panel on 12<sup>th</sup> November 2011.

## **5.0 CONSULTATIONS**

### **5.1 Statutory**

LCC Highways (1.3.11) No objection.

## **6.0 PUBLIC/LOCAL RESPONSE**

- 6.1 Site notices advertising the application were erected on Clay Pit Lane on 1<sup>st</sup> March 2011. Any representations received will be reported verbally to Panel. The statutory advertising period expires on 22<sup>nd</sup> March 2011.

## **7.0 POLICY**

- 7.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Regional Spatial Strategy (May 2008) and the Unitary Development Plan Review 2006 (UDPR). A detailed analysis of the policy regime was included in the outline planning application and only key policies are referred to below.
- 7.2 The Regional Transport Strategy forms part of the RSS. Policy T5 states that access to all main destinations should be improved. Access for all groups in society should be enhanced (B1).
- 7.3 Unitary Development Plan Review (UDPR)

General Policy GP5 identifies the need to resolve detailed planning considerations, including access and the need to maximise highway safety.

Policy T2 seeks highway improvements.

A4 requires the design of safe and secure environments, including consideration of access arrangements

#### 7.4 National Policy

PPS1 Delivering Sustainable Development (January 2005)  
PPG13 Transport (March 2001)

### 8.0 KEY ISSUES

1. Principle of the proposal
2. Design considerations
3. Impacts of the crossing location

### 9.0 APPRAISAL

#### 9.1 Principle of the proposal

9.1.1 It has always been the intention of the arena development that the existing Clay Pit Lane crossing adjacent to the site is enhanced in order to both accommodate increased pedestrian movement and also to improve the quality of the environment. Consequently, the potential for a “supercrossing”, involving a wide, unstaggered, single phase pedestrian crossing, uncluttered by guardrailing has been thoroughly investigated.

9.1.2 The proposed scheme brings forward an enhanced crossing designed to facilitate large pedestrian flows to and from the arena and also responding to the requirements of existing pedestrian users going to and from the city centre. The scheme therefore accords both with the development plan and the objectives identified in the outline planning application.

#### 9.2 Design considerations

9.2.1 The broad location of the pedestrian crossing was identified on earlier drawings directly opposite the arena entrance. However, such a position is not achievable for the following reasons:

- A considerable length of guardrail would be required on the north-western side of the crossing.
- Due to changes in levels extensive vertical reshaping of both carriageways, including remodelling of the drainage system and likely movement of services, would be required.
- Tactile flags and poles would be located in close proximity to the entrance to Hepworth House.

9.2.2 The proposed crossing is on the desire line for pedestrians approaching the arena from the north west, in particular from Woodhouse Lane multi-storey car park which will be one of the main arena car parks. Its location removes the need for guardrails. It also provides a near level crossing route to assist less mobile users cross Clay Pit Lane.

9.2.3 The crossing needs to cater for all pedestrians, not solely arena customers. The proposed crossing, in a similar location to that existing, facilitates movement to and from the city centre to communities to the north. For the same reasons identified at

9.2.1 above it is not viable to move the crossing further north or to angle the crossing.

### 9.3 Impacts of the crossing location

9.3.1 As noted, the position of the crossing is largely dictated by desire lines and differences in levels between the two carriageways, together with economic considerations. The position is such that the crossing would abut the identified southern "development plot" on the arena frontage. Provision of the development plot in the previously identified format would make use of the crossing more difficult as it would impede natural desire lines for all users.

9.3.2 Taking account of desire lines it is likely that the southern development plot will be reduced in size to accommodate the crossing position. In doing so, views of the arena from Queen Square and Providence Place will be revealed. Given the reduced dimensions of the plot it is now likely to accommodate a low (single or two storey) building.

9.3.3 Largely due to the changes to the southern development plot an increase in the size of the northern development plot is envisaged to create a viable footplate for future development. However, the overall extent of open space within the piazza will be enlarged as a result of the changes. Ultimately, the definitive layout of the development plots will, of course, be subject to planning applications.

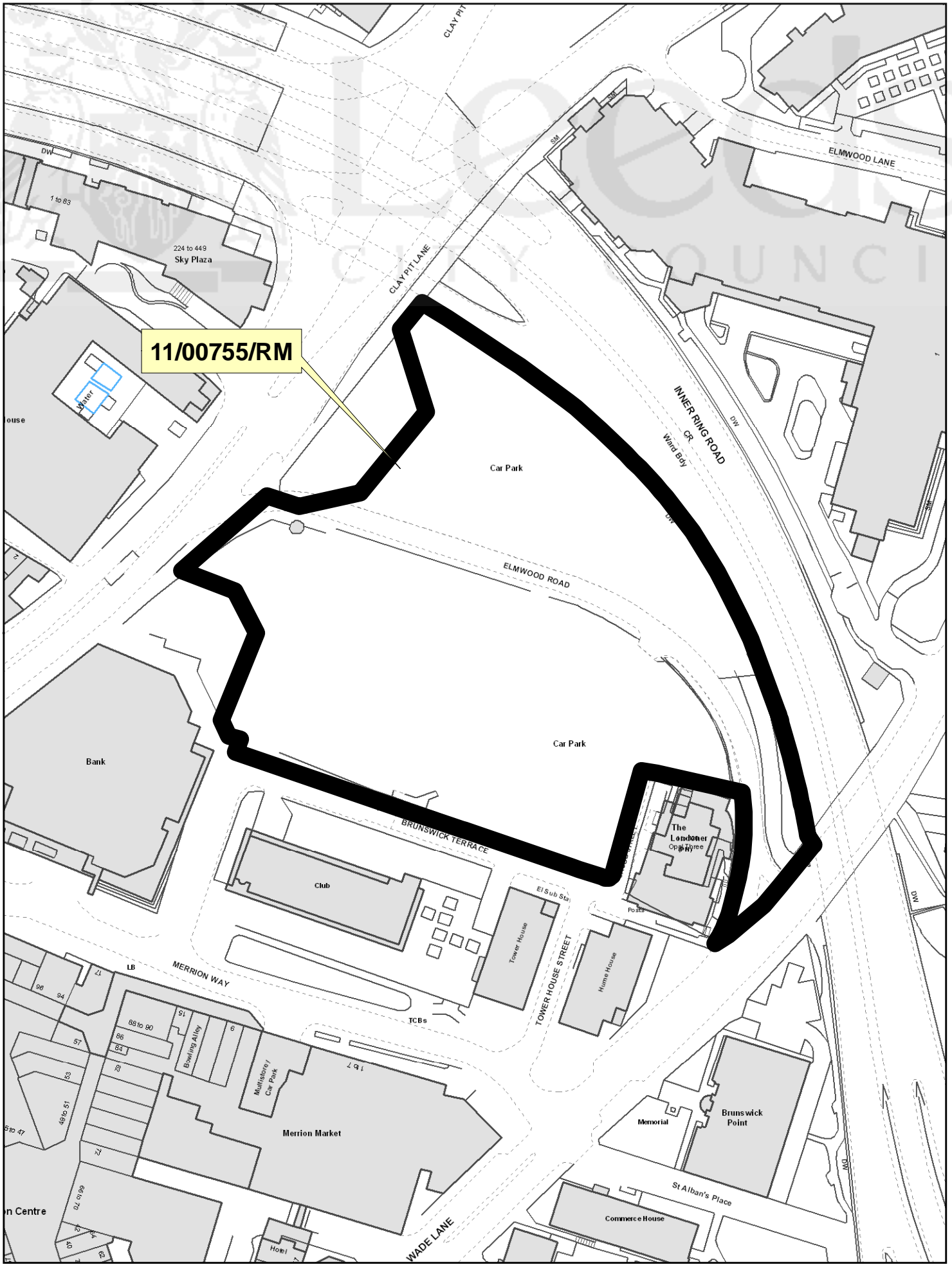
### 9.4 Conclusion

9.4.1 The existing staggered crossing incorporates extensive lengths of guardrail and detracts from the appearance of the Clay Pit Lane corridor at a key gateway to the city centre. The new crossing has been carefully designed to accommodate significant pedestrian movements likely to be attracted by arena events together with improving crossing conditions for existing users. Concurrently, footpath widths will be increased and paving conditions improved. Guardrailing will no longer be required. As a result, the proposed scheme will enhance the existing condition of this part of Clay Pit Lane whilst being complementary to the significant public realm improvements within the arena site.

## **Background Papers:**

Application files 09/04815/OT, 10/04022/RM

Certificate of ownership: notice signed on behalf of Leeds City Council



11/00755/RM

# CITY CENTRE PANEL