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Our Ref: 11/01000/OT

Date: 9th June 2011

Dear Jay

Re: Eastgate and Harewood Quarter – Public Transport Contribution

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely



Phil Crabtree
Chief Planning Officer