

Appendix 1 – Detailed Concerns w/ Supporting Images

Document	Article / Schedule	Comments
General comments	Accessibility	Where level crossings are being closed and diversions created that these diversions benefit from improved accessibility and discussions are ongoing with Network Rail about their obligations under the Equality Act to meet the needs of the communities impacted by their programme of work.
General comments		Confirmation on whether services required to compounds
General Comments	Schedule 4 Part 1 column 2 and 3	Austhorpe Rd and Austhorpe Lane are not going to be formally stopped up. The highway remains adopted highway.
General comments		Concern re. lack of clarity regarding the timeframes of temporary compounds. This makes assessing the impact (and any concerns arising from this) challenging as it is not clear whether it will be a short term or long-term impact. The draft TWAO gave proposed timescales for the temporary works, but this is not set out in this TWAO.
General comments		Culverts and minor structure to be identified and protected with details agreed with the highway authority.
General comments		Where TRU works conflict with LCC schemes, LCC need additional information to properly assess the impacts of any such works and whether the impacts of any conflicts are appropriately mitigated, so as to ensure that users of the routes are not negatively affected by the TRU work.
General Comments		No requirement for Network Rail to supply land contamination reports to LCC for review and approval, however LCC require this information to ensure that land contamination risks have been adequately assessed and remediated where required prior to scheme areas becoming operational to ensure that there is no risk to operational end-users (principally members of the public). Network Rail have confirmed that where remediation is required for any part of the scheme, LCC shall be consulted with to agree the remediation strategy. All Remediation Strategies and Verification reports shall be sent to LCC as well. However, Network Rail have not confirmed that they will provide reports for all supplementary ground investigations proposed to be undertaken. LCC will need copies of these ground investigation reports as well so that we can review them to

		be assured that the appropriate land contamination risk assessment has been undertaken for each supplementary ground investigation.
General comments		<ul style="list-style-type: none"> • Unsure as to where we address issues such as ancillary structures and works. • Having reviewed the documents I cant see anything with to how we manage noise from works/compounds and route for complaints etc. • How do we deal with BNG where it falls outside TWAO? • Information regarding what mitigations/ conditions fall in/out of TWAO and in/out of deemed planning is unclear. (and how/when receive). • LCC as the highway authority are to approve the designs at every stage of design f1/f2/f3 etc – all designs are currently outline including addition to where additional structures / highway are required as a result of detailed design • no wording to clear up how we deal with departures from standards on highways structures • When proposed developments require new highway infrastructure a road safety audit is required prior to planning permission being granted. It needs to be clarified that stage 1 road safety audits where necessary should be undertaken and provided to the highway authority before submission of the TWAO. (RSA required before form F's can be approved) – issue that needs to be addressed final road safety audit approval leads to adoption of road / structure for maintenance where is this role for the HA set out and if not what is the handover procedure from NR to LCC and ongoing contribution towards maintenance will need to be resolved.
General comments		<p>Requested improved communications and a clear communications plan.</p> <ul style="list-style-type: none"> - To avoid conflicts with other proposed works - To mitigate impacts on residents
General comments	Highway condition	Require highway condition survey which will ensure a developer makes good any damaged adopted highway
General Comments	CoCP Part B	Not yet provided. NR advised likely to be provided late sept/ Early Oct. Contents of CoCP part B to be agreed.
NR02	2	Interpretation: No mention of the definition of 'Stopping Up'. The phrase is used in the HA (S116) in relation to the permanent removal or diversion of a highway. S14 RTRA refers to restriction or prohibition of traffic in relation to a temporary situation. In the TWAO it appears to be used for both scenarios.
NR02	4	Clarity on application of NRSWA.

NR02	8	“(a) deviate laterally from the lines or situations shown on the deposited plans to the extent of the limits of deviation for that work; (b) deviate vertically from the levels shown on the deposited sections—(i) to any extent upwards not exceeding 3 metres; or (ii) to any extent downwards as may be found to be necessary or convenient” - deposited plans refer to NR9 and/or NR14. Further clarity required. Horizontal deviation not defined, vertical deviation seems too high
NR02	11	Subject to Highway Authority approval (structures) in highways agreement? May alter street or carriageway under substandard portion of a structure
NR02	12	Do these powers supersede STGO Regs? (Abnormal loads) Would they still have to notify?
NR02	14	Construction and maintenance of new or altered streets: article 11 states ‘temporary’ nature. Article 14 doesn’t specify – clarification on permanent/ temporary nature
NR02	15	Doesn’t seem to be anything to cover ownership and maintenance of structure(s). Needs to be included in the highways side agreement or in the order
NR02	16	Further clarification required about protocol for reaching agreement.
NR02	20	LCC own several service tunnels that are used by stats, are these classed as apparatus under the order?
NR02	21	access for surveys only requires 7 days’ notice this needs to be one month to allow notification to all appropriate departments
NR02	21	7 days insufficient time but subject to highways agreement.
NR02	23	seems to change time period not clear
NR02	28	Subject to Highway Authority approval (structures) in highways agreement.
NR02	28	Dilapidation survey/ condition survey to be undertaken on any affected structure
NR02	28	Seems to be about time periods after the works have been completed.
NR02	29	Subject to Highway Authority approval (structures) in highways agreement
NR02	29	Will a dilapidation survey be undertaken of any affected structure
NR02	29	“restore to reasonable satisfaction” – method for agreement or change to e.g. “previous condition or as per local plan”
NR02	30	Where access is taken from adopted highway, NR require LCC highway consent.
NR02	41	Traffic Regulation: This appears to relate to permanent changes to TROs - clarification required regarding powers sought
NR02	41	This section seems to relate to permanent Traffic Regulation Orders in terms of parking, loading, stopping restrictions, speed limits and weight restrictions. Where are these, what restrictions are being proposed and who has been consulted on them to date?
NR02	10 (6)	Section 10 (6) further information required

NR02	11,12,13,14,15,41,42,43 (likely to be others)	28 days not sufficient. Link to highways side agreement.
NR02	19 (flood risk)	as per above) 28 days not sufficient. Link to highways side agreement.
NR02	19(1)	Part Two Works Provisions: Supplemental Powers Discharge of Water Network Rail to comply with the requirements of Watercourse consenting. (Land Drainage Act 1991) Add: Including Local Authority owned open and culverted watercourses. Watercourse Consenting has a statutory time of EIGHT Weeks.
NR02	19(2)	Same as NR02 19(1) comment above
NR02	19(8)	Same as NR02 19(1) comment above
NR02	2.2.1	Part 2 Section 17 Paragraph 4 and 5: gives 28 days for LCC to confirm works have been provided to reasonable satisfaction. Our orders usually state 'The diversion of the footpaths/bridleway shall have effect on the date which Leeds City Council certify that the terms of Articles 2 and 3 have been complied with' thus giving us no deadline for confirming works have been completed to reasonable satisfaction. A longer time frame, perhaps 8 weeks, for us to do our checks would be beneficial. Schedule 6 refers to Non-definitive footpath between T17 and T18. This is part non-definitive footpath and part Definitive Footpath Leeds City 100. Schedule 8 refers to Bridleway Austhorpe 9 this should be Definitive Bridleway Austhorpe 9. Also refers to Definitive Footpath Micklefield 8 but this should be Definitive Bridleway Micklefield 8.
NR02	20(5)	Notify if emergency access (as soon as possible)
NR02	20(6)	14 days insufficient time but subject to highways agreement.
NR02	21(1)	Notify Highway Authority if near structures / apparatus
NR02	21(13)	21(13) contradicts 21(2)
NR02	23(7)	"for "section 4 of this Act" substitute "article 34 (time limit for exercise of powers of acquisition)" - should be substituted for section 33?
NR02	27(1)	Subject to Highway Authority approval (structures) in highways agreement?

NR02	3 (1)(a)	Railway Clauses Act: Clause 58(b) of the RCA allows NR to use roads and they shall make good any damage they cause. Asset Man will require dilapidation surveys? Also, where can the specification of such repairs be controlled?
NR02	30(1)	Do these powers supersede STGO Regs? (Abnormal loads) Clarification on powers and notice periods required
NR02	30(2)	Do these powers supersede STGO Regs? (Abnormal loads). Reasonably practicable does not apply for abnormal loads.
NR02	4(2)	NRASWA: Schedule 3A (c) - What does this refer to? Clarify correct part of Schedule 3A in the 1991 Act. Why do the provisions of S58 not apply to these works? S58 does not appear to have any impact on the TRU works and prevents our ability to protect new road surfaces provided as part of that work.
NR02	4(4)	NR is required to comply with notice periods, coordination (albeit one-sided given the loss of S56) etc. Area for the Highway Agreement that although they have the power, they use best endeavours to give us advanced notice and apply for a permit etc.
NR02	41(1)a	Traffic Regulation: North Yorkshire should be West Yorkshire.
NR02	41(1)a	Reference to the City of Leeds being in North Yorkshire which is incorrect.
NR02	41(a)	Ref to North Yorkshire
NR02	42(1)	Temporary Traffic Regulation: Needs the word 'temporarily' adding to each of lines (i) to (v)
NR02	42(1)	'Temporarily' needs adding to the start of each point to highlight that the restrictions will only be temporary.
NR02	42(3)(b)	Temporary Traffic Regulation: Does not make sense. Error in wording?
NR02	42(4)(b)	Temporary Traffic Regulation: Section 32 of RTRA is power to create parking spaces off-street or on-street without payment. Where is this to be considered?
NR02	44(4)	Ref to Birmingham City Council
NR02	7(5(f))	Reference to 'works to strengthening, alteration or demolition of any building'. Is this relevant to this project and are there any buildings that this relates to?
NR02	7(5(j))	Reference to 'works to alter the course of, or otherwise interfere with, a watercourse other than a navigable watercourse'. Is this relevant to this project and have the necessary departments been consulted on such works?
NR02	7(5)	Subject to Highway Authority approval (structures) in highways agreement
NR02	7(6)	Subject to Highway Authority approval (structures) in highways agreement
NR02	8(a)	Lateral deviation of how far?

NR02	9 (and 29 – likely to be in other clauses)	Method for agreeing ‘reasonable satisfaction’ required.
NR02	9(1)	Subject to Highway Authority approval (structures) in highways agreement
NR02	9(1)a	Power to execute street works: Allows NR to break up or open the street and any sewer, drain or tunnel under it. Are YW aware of/party to this Order?
NR02	Construction and Maintenance of new or altered streets (14)	Para (5) refers to powers under para (5)
NR02	Power to alter layout etc (11)	Looks like any changes to any street must be agreed with the street authority within 28 days of notification. Further agreement required under highways side agreement.
NR02	Power to Construct and maintain works 7	There is nothing in here about returning areas affected by the works and used as access to an acceptable condition as agreed with the landowner/highway authority
NR02	Power to execute street works 9(a)	1. break up or open the street or any sewer drain or tunnel under it (streets listed in Schedule 3)– the sewers aren’t generally LCC owned and this seems to give them rights to do whatever they please 2. place apparatus in the street (streets listed in schedule 3) – need clarification what sort of apparatus (1991 act is new roads and street works) so is this cables etc?
NR02	Protective works (20)	Should this also apply to areas of land i.e. penny pocket park, paved footways etc Road – is not defined as far as I’m aware so what does it mean

NR02	Sch 15 40.	<p>“apparatus” means electric lines or electrical plant (as defined in the Electricity Act 1989), belonging to or maintained by Northern Powergrid and includes any structure in which apparatus is or is to be lodged or which will give or gives access to apparatus;</p> <p>LCC own structures that NPG use for their apparatus. Clarity on approvals process and apparatus affected.</p>
NR02	Sch 4	Extent of new street – where is point P3 on Sheet 5 ?
NR02	Schedule 1	<p>1. Work No 1 - 140m from Manston Lane should mean that Austhorpe road is not affected by the works as its only 118m from Manston Lane to its end (the junction with Railway Road)</p> <p>2. Work No 1 – are the works only 10m long? The wording is open to interpretation. These seem to correspond to points P1 and P2 on Sheet 4, so why not say that?</p> <p>3. Work no 2 – 250m from its point of commencement, that’s 100m longer than the main bridge works is that correct, as it will extend a long way outside the area shown on Sheet 4</p> <p>Work no 5 – 375m from church lane is only 20m or so from the start of the bridge, we believe that the tie in length for the vertical realignment of the bridge will go further than this, it may as well go further than the 76m which is the length of the actual works.</p>
NR02	Schedule 1	Scheduled Works: No mention of Kirkgate, Penny Pocket Park, Marsh Lane, New Market Approach, Wykebeck Avenue, yet they are all impacted by TWAO works (see Schedule 6)
NR02	Schedule 1	<p>Streets Subject to Street Works:</p> <ul style="list-style-type: none"> · Wykebeck, Not Wybeck. · William Parkin Way, not Lane. · Ridge Road, Micklefield (as opposed to Ridge Road, Woodhouse). Listed twice. · Church Lane, Micklefield (as opposed to one of the other 17 Church Lanes in Leeds). Listed twice. Phoenix Avenue. Listed twice.
NR02	Schedule 1	No reference in this schedule of Kirkgate, Penny Pocket Park, Marsh Lane, New Market Approach, Wykebeck Avenue, yet they are all included in the proposed works and are referenced in Schedule 6
NR02	Schedule 1	<p>Clarification of whether Kirkgate to Marsh Lane land (i.e. Penny Pocket Park) and Peckfield/ lower pit lane is missing from schedule 1, schedule of works.</p> <p>(both mentioned for first time in appendix 3 of NR12. also appears in NR13 section 3 as part of scheme development).</p>

NR02	Schedule 12 (part 1 & 2)	<p>Schedule 12 – land which temporary possession may be taken</p> <p>Part 1 – Land relating to works</p> <ol style="list-style-type: none"> Item 2 – there is no 7-018 shown on plan 4 (works nos 1 & 2) Item 3 -8-002 access of William Parkin Way is not acceptable <p>There is a lot of references on the plans that are not include within this schedule why i.e. 10-*, 4-001, 003, 004</p>
NR02	Schedule 12 Part 2 column 2 and 3	Displaced private car parking complemented by stopping up of part of Wharf Street/Kirkgate. Have arrangements been agreed with owner?
NR02	Schedule 13	The temporary construction access is indicated as Crown St, a one-way street from Call Lane, which is inappropriate.
NR02	Schedule 2	<p>Schedule 2 – acquisition of certain lands for ancillary works</p> <ol style="list-style-type: none"> Lower Peckfield Lane – according to our street Gazetteer this is Pit Lane, and also definitive bridleway Micklefield 8
NR02	Schedule 3	<p>Schedule 3 – Streets subject to Street works</p> <ol style="list-style-type: none"> Wybeck Ave should be Wykebeck Ave Austhorpe Road, not sure this is affected as it start at Railway road and travels north from there William Parkin Lane should be A6120 William Parkin Way or William Parkin Way (A6120)– it's a newly constructed road so should be protected under S58 and therefore should not be dug up or altered in any way. is Bridleway Leeds 125 a street, if so it should have its own entry not coupled with Barrowby Lane Nanny Goat Lane is not part of the adopted highway and is therefore Private land why is Ridge Road listed twice and should it be A656 Ridge Road or Ridge Road (A656) Church Lane – listed twice are these 2 different streets and how are they affected by the works why is the last entry Pit Lane and Phoenix Ave, as Phoenix Ave is listed separately
NR02	Schedule 4 (1)	<p>Schedule 4(part1) – Streets for which a substitute is to be provided</p> <ol style="list-style-type: none"> again don't believe that Austhorpe Road is affected, is there to be a temporary replacement for the footway bridge it mentions a substitute between P1 and P3, cannot find P3 on (sheet 5) Definitive Footpath Micklefield 7 - should reference Sheet 13
NR02	Schedule 4 (2)	<p>Schedule 4 (part2) – Streets for which no substitute is to be provided</p> <ol style="list-style-type: none"> so what happens to the footpath between Dale Croft and point 21 (end of allotments), will it be given to the adj land owners, there seems to be little or no info unless I have missed something, there is no replacement for this either.

NR02	Schedule 4 Pt 1	Streets to be stopped up (substitute provided): Is this correct? The streets (Austhorpe Lane, Austhorpe Road and Ridge Road) are not being 'Stopped Up' in line with S116 of the Highways Act 1980 in that the highway is neither unnecessary nor being diverted. The replacement structure keeps the Highway on the same general line as existing and maintains the same rights of passage. The Highway Authority does not stop up roads where the kerb/footway/cycleway/carriageway arrangement is being amended/adjusted, so why is it necessary here?
NR02	Schedule 5	Schedule 5 – Streets subject to alteration 1. again William Parkin Way is protected under S58, can this access be taken from Manston Lane instead? 2. Barwick Road and Barrowby Lane junction (sheet 7) – need more details of temporary works, may wish to retain 3. Ridge Road (sheet 9) – need more details of temporary works, may wish to retain 4. Church Lane (sheet 9) – need more details of temporary works, may wish to retain 5. Barwick Road and Nanny Goat Lane junction (sheet 7) – need more details of temporary works, may wish to retain 6. Ridge Road (sheet 10) – need more details of temporary works, may wish to retain 7. Phoenix Ave (sheet 11) – private street.
NR02	Schedule 5	Streets subject to alteration of layout: William Parkin Way - includes for temporary removal of signs. We cannot support 'temporary removal' as the signs will be there for a purpose. This should be 'temporary relocation' or be replaced by temporary signage for, for example, a diversion.
NR02	Schedule 5	Streets subject to alteration of layout: Barwick Rd and Barrowby Ln - includes for temporary removal of signs. We cannot support 'temporary removal' as the signs will be there for a purpose. This should be 'temporary relocation' or be replaced by temporary signage for, for example, a diversion.
NR02	Schedule 5	Why are signs on William Parking Way, Barwick Lane and Barrowby Road being removed, why can't they simply be relocated on site to maintain the reason the signage is in place?
NR02	Schedule 5 Column 2 and 3	The temporary construction access is close to signals and the impact on the traffic at A6120 has not been demonstrated. – William parkin way

NR02	Schedule 6	<p>Schedule 6 – streets to be temporarily stopped up</p> <ol style="list-style-type: none"> 1. diversion routes need to be agreed for all these 2. Kirkgate (sheet 1) – T1 to T2, traffic flow is in opposite direction, major issue as bus route, delivery access to City Centre etc, why does this section (harper St to New York Street need to be closed? 3. Wharf Street(sheet 1) – delivery access? Is ped access to properties etc retained? 4. High Court/Kirkgate/Duke Street/Crown Point Road(sheet1) – points T5 to T6 – traffic flow in opposite direction, I assume this will only be when required due to bridge lifting works, will the cycle way and footways also be affected? 5. East Street/A61/Crown Point Road/Duke Street(sheet 1) – T7 to T8 I assume these will only be required at certain times 6. Marsh Lane to Saxton Lane(sheet 1) – T9 to T10, does T9 have to be so far north (adj Shannon St Junction) again assume this will only be used when required 7. Marsh Lane To Crown Point Road (including A61)(sheet 1) – T11 to T12 This may just affect Marsh Lane – don't understand why this is required, Marsh Lane is the A61 8. Marsh Lane/Crown Lane/Brussels Street(sheet 1) – T12 to T13 Where is Crown Lane? Which Part of Brussels Street? again assume this is only when required 9. New Market Approach and Permissive footpath/cycleway(sheet 2) – T2 to T4 Permissive Footpath is known by is as Pontefract Lane – Track Btwn Pontefract lane and Halton Moor Road, away from carriageway, unsegregated Cycleway only 95a. so the footpath/cycleway will not be at any time stopped up. 10. Non definitive bridleway (sheet 2) T1 to T3 - referred to differently in 9 above, also assume this will only be closed as required 11. Osmandthorpe Lane (sheet 3) – T1 to T2, its Osmondthorpe Lane. I assume access to all properties will be maintained during the works 12. Neville Garth to Osmandthorpe Lane(sheet 3) – T3 to T4 to T5 – again spelling incorrect, why is this required? The section of the main road between T3 is not closed so why affect this residential street. 13. Wybeck Avenue (sheet 3) – T6 to T7 its Wykebeck Ave, I assume access will be maintained to residential properties 14. Non definitive footpath (sheet3) – T8 to T9 – why is this not listed adj to osmondthorpe Lane as its in that area. What about the rest of the footpath, your just closing the last bit when required 15. Austhorpe Road (sheet 4) – within order limits – which are? Assume access will be maintained 16. Austhorpe Lane (sheet 4) – within order limits – which are? Assume access will be maintained 17. Railway Road (sheet 4) – within order limits – Which are? Assume access will be maintained, is Croftdale Grove within the order Limits? 18. Definitive bridleway Leeds 271 (sheet5) – T7 to T8 – objection to access off William Parkin Way, is there an alternative route to be provided if this is allowed. 19. Definitive Footpath 124(sheet5) – T1 to T2 this is a repeat, it would make sense to remove the first one as this would retail
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the west to east direction.

20. Definitive footpath 125(sheet 6) – within order limits which are?

21. Ridge Road (sheet 9) – within order limits which are?

22. Definitive Footpath Micklefield 3 (sheet 9) – T9 to T10, T10 is on sheet 12, so should this also ref Sheets 11 & 12 as well

23. Phoenix Ave (sheet 11 & 12) – within order limits which area?

24. Lowe Peckfield Lane (sheet 12) – Within order limits which are? Also this is Pit lane according to our street gazetteer

25. Definitive Bridleway Micklefield 8 (sheet 12) – with order limits which are?

NR02	Schedule 6	Ref NR09 Sheet 1: · Kirkgate (not Kirgate) - T1 to T2. T1 is junction with New York Street. T2 is on Harper St. T1 to T2 does not include the area of the works (1-022 on Sheet 1). Should this refer to T2 to T3 (with location of T2 corrected)?
NR02	Schedule 6	Ref NR09 Sheet 1: · Wharfe St - T3 to T4. 'Stopped Up' infers all rights to passage are revoked. How is access to be maintained? If vehicular access is needed from High Court into Wharfe St then Section 42 covers the one-way management but does the junction need altering (inclusion in Schedule 5) because it is currently configured for one-way movements, Wharfe St to High Court, only.
NR02	Schedule 6	Ref NR09 Sheet 1: · High Court/Kirkgate (not Kirgate)/Duke Street (should be East St)/Crown Point Road - T5 to T6. Errors as noted in brackets. Should Kirkgate between High Court and T3 also be included? (Assumption that this is related to the movement of the abnormal loads between the Marsh Lane compound and the site).
NR02	Schedule 6	Ref NR09 Sheet 1: · East St/A61 (superfluous - part of Duke St/East St)/Crown Point Road/Duke St - T7 to T8. Is Crown Point Road the length between East St and Marsh Lane? (Assumption that this is related to the movement of the abnormal loads between the Marsh Lane compound and the site).
NR02	Schedule 6	Ref NR09 Sheet 1: · Marsh Lane to Saxton Lane - T9 to T10. Needs clarification on where T9 is - A64 off slip or junction with Shannon St? Concerns re hospital access and other local access.
NR02	Schedule 6	Ref NR09 Sheet 1: · Marsh Lane to Crown Point Road - T11 to T12. Both directions or will there be an exit from Saxton Lane?
NR02	Schedule 6	Ref NR09 Sheet 1: · Marsh Lane/Crown Lane/Brussels Street - T12 to T13. No information on where Crown Lane is (it's not in the Street Register). All of Brussels St?
NR02	Schedule 6	Ref NR09 Sheet 2: · Newmarket Approach - T2 to T4. Not Highway and no PROW shown. Assume that the path will need to be closed with the owner's permission.
NR02	Schedule 6	Ref NR09 Sheet 2: · Bridleway - T1 to T3. Does this need to be closed or can access through the works be managed for peds and cyclists? That would be far preferable to a diversion via the A63 and the need to make people cross Halton Moor Road, Newmarket Lane and Newmarket Approach. Note: this arrangement is NOT covered in NR16 Vol 3 Appendix 11.

NR02	Schedule 6	Ref NR09 Sheet 3: · Osmandthorpe Lane - T1 to T2. T1 location should be further north with managed access to properties, as illustrated by the location of T2.
NR02	Schedule 6	Ref NR09 Sheet 3: · Neville Garth - T3 to T4 to T5. Purpose? Access?
NR02	Schedule 6	Ref NR09 Sheet 3: · Wykebeck Avenue (not Wybeck) - T6 to T7. Purpose? Access?
NR02	Schedule 6	Ref NR09 Sheet 4: · Austhorpe Road, Austhorpe Lane, Railway Road - What does 'within Order Limits' mean? Why is this referenced differently? Sheet 4 does not show 'Order Limits'. Croftdale Grove may be included or may be isolated by proposed closure. Please clarify. order limits to be whole shaded area on map, but what is necessity for this and not using points? The order limits also do not cover the north or South of Austhorpe Lane up to appropriate junctions, leaving these sections under TTRO process.
NR02	Schedule 6	Ref NR09 Sheet 9: · Ridge Road. What does 'within Order Limits' mean? Sheet 9 does not show 'Order Limits'.
NR02	Schedule 6	Ref NR09 Sheets 11 & 12: · Phoenix Avenue. What does 'within Order Limits' mean? Sheets 11 and 12 do not show 'Order Limits'. order limits to be whole shaded area on map, but what is necessity for this and not using points?. also why does Schedule 6 not reference points as per others?
NR02	Schedule 6	Is 'temporarily stopped up' the correct terminology bearing in mind the need for access to various properties along these streets?
NR02	Schedule 6	The extents for Kirkgate - T1 to T2 seems incorrect with T1 being the junction with New York Street and T2 being the junction with Harper St on NR09 Sheet 1, which does not include the works area.
NR02	Schedule 6	The schedule implies that a section of Wharfe Street from T3 (Kirkgate) to T4 will be temporarily stopped up and the highway rights extinguished albeit temporarily. How are the various premise3s on Wharfe Street be accessed and/or serviced if temporarily stopped up? And have these premises been consulted on this fact?
NR02	Schedule 6	Are NR proposing to temporarily stop up sections of the main routes of High Court/Kirkgate/Duke Street/ East St/Crown Point Road? How will access into The Calls, Swingate, market areas be achieved if High Court/Kirkgate/Duke Street/ East St/Crown Point Road are temporarily stopped up and highway rights extinguished?
NR02	Schedule 6	Are NR proposing to temporarily stop up sections of the Marsh Lane? How will this affect access into the southwest area of the city centre, Stage 7 of the Ring Road and St James's Hospital from the A64 if Marsh Lane is temporarily stopped up and highway rights extinguished?

NR02	Schedule 6	Are NR proposing to temporarily stop up Marsh Lane in both directions? How will this affect access into the southwest area of the city centre, the A64 York Road and St James's Hospital from the A61 if Marsh lane is temporarily stopped up and highway rights extinguished?
NR02	Schedule 6	If Osmondthorpe Lane is temporarily stopped up between points T1 & T2 how are the residential properties and cul-de-sac accessed if the highway rights have been extinguished?
NR02	Schedule 6	If Austhorpe Road, Austhorpe Lane and Railway Road are temporarily stopped up in line with the extents of works shown on Sheet 4 how are the residential properties and cul-de-sac accessed if the highway rights have been extinguished?
NR02	Schedule 7	Schedule 7 – Access to Works 1. Wybeck ave – should be Wykebeck ave 2. Pit lane and Phoenix Ave – should these have 2 separate entries Also what about all the other streets / areas where access will re required over & from.
NR02	Schedule 7	Clarification on what this is reflecting. Seems to exclude key elements such as access for works at Crawshaw Woods.
NR02	Schedules 14 and 15	Statutory Undertakers: NR to confirm consulted all SUs and provide list of responses. NR07 - Consultation, only lists British Telecom, Northern Gas Networks, Northern Powergrid and Yorkshire Water. There are far more SUs than that. (Some others are listed on pages 104/105 of NR08). NR to confirm SU works to be undertaken under NRSWA/ permit scheme or whether the order leads to disapplication of normal powers in this situation.
NR02	Stopping up streets 10(2a)	1. Who is to inspect the works to ensure that they are completed to the reasonable satisfaction of the street authority and that it is open for use? 2. What notice etc will be given?
NR02		The requirements relating to the Leeds Permit Scheme will still apply to all works impacting on the public Highway - NR to confirm agreement
NR02		28(4) only requires the land to be restored "to the reasonable satisfaction of the owners of the land" and specifically states that Network Rail is not required to "(b) restore the land on which any works have been constructed". This is of concern, particularly where temporary compounds are proposed to be sited on land designated as Green Space in the Local Plan. This poses a risk that land will be returned in a state that renders it unsuitable for use as public green space. It is suggested that this wording should be tighter to ensure that land is restored to a suitable standard that enables it to function as per it's existing designation in the Local Plan.
NR04	2.2.1	Option 2 refers to bridleway (not footway)
NR04	2.2.3	"two-lane carriageway highway (6 metres)" - previously agreed circa 7.1 to 7.3m wide carriageway. (6m is also repeated in NR16 v1 3.2.38)

NR04		Why no mention of any works between Leeds and Crossgates?
NR04		No reference to the works at Osmondthorpe Lane or Neville Hill
NR07	App 3	Only lists four SUs (BT, NGN, NPG and YW). What about all of the others? (Some others are listed on pages 104/105 of NR08). - NR to provide list of SUs consulted
NR07	Page 49 Community Consultation	Private parking accessed via automatic gates off Wharf Street will be displaced temporarily. NR07 Consultation Report indicates community consultation was undertaken to inform interested stakeholders about the overall scheme. Was notice served on owner(s) of the private car park? NR02 only refers to substitute/alternative offered where rights are extinguished, which is not the case here.
NR08		Pages 104/105: Lists SUs not mentioned elsewhere (NR02 and NR07)
NR09		Rule 12(2) of The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 requires that " All plans... shall contain a reference to the National Grid base or, where this is not practicable, to the latitude and longitude of the site of the proposed works." This is not included in any of the NR09 sheets, while reference is made to OS map data that it is produced from no further information is included as to the National Grid base or latitude and longitude. While the plots are shown on sheets 1- 14 in the interests of clarity it would be beneficial to have them colour coded rather than in greyscale with plot descriptions in the key. This will avoid any confusion regarding boundaries as well as make the limits of deviation clearer.
NR09	Sheet 1	why is sheet 1 titled March Lane viaduct when it also includes details for Kirkgate bridge
NR09	Sheet 12	To our knowledge Lower Peckfield Lane is actually Pit Lane. Clarification required
NR09	Sheet 19	Where is the location of the cross section shown?
NR09	Sheet 2	Why is sheet 2 titled Neville Hill access when it mainly affects New Market Approach
NR09	Sheet 20	This is supposed to be the Gas Main sections – where is the gas main shown?
NR09	Sheet 5	Changes to access off William Parkin Way, this is a newly adopted street and if therefore protected under S58, can the access be used as it is with the main site access being off Manston Lane
NR09	Sheet 7	The footpath (Garforth 7) off Dale Croft, what is to happen to this section up to the old level crossing?
NR09	Sheet 7	The limit of deviation is shown on the key but no deviation is present on the drawing itself, please can this be amended to either remove the key on sheet 7 or insert the deviation into the drawing itself (as relevant).
NR09	Sheet 9	Is the Length P1 to P2 adequate for the work and regrading works required for the level changes on this bridge
NR09		Comments made as part of NR02 – Draft Order
NR09	Sheets 15, 16, 17, 18, 19 & 20	Rule 3(a)ii of The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 requires that the height of every intended bridge, viaduct, aqueduct, embankment and elevated to be included. While some measurements

		for constituent parts of the bridges are given, the total height and lengths are not, we would expect this to be included for clarity.
NR10	Sheets 15, 16, 20	Other drawings show the works from north, south, east and west, it would be beneficial to have such a view of Works No 2, No 3, No 4, No 5 and No 6.
NR11	Sheets 16, 17, 18 & 19	Rule 3(a)i of The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 requires that ground levels are shown on the drawings, in the sheets this is only shown from the long view of the works, it would be beneficial to have the ground level shown on all drawings.
NR12	Sheets 15, 16, 17, 18, 19 & 20	Rule 3(a)iv of The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 requires that the levels of the bed of any tidal waters or inlay waterways should be shown on the drawings (where relevant). Please confirm that none of the bridges are proposed to pass over any such waterways.

NR12	Condition 10	<p>Leeds City Council only has planning powers for the Leeds District and therefore the BNG Strategy should state that a minimum 10% BNG will be delivered per LPA area. Therefore, in Leeds we can be assured that any impacts in Leeds District will be off-set by BNG to a minimum of 10% in the Leeds District. Without this there could be a loss of BNG in Leeds, as it could be delivered in a neighbouring LPA.</p> <p>It is acknowledged that no Baseline Metric Calculations and Post-development Calculations have been submitted for the Leeds District to understand whether a BNG will be achieved in the LPA area – but the commitment to achieving a min 10% BNG in Leeds District (and every other affected LPA area) should be stated in the overarching BNG Strategy condition – rather than achieving a min 10% BNG at project level (cross-LPA).</p> <p>It is not clear when the Metric Calculations that demonstrate a min. 10% BNG will be produced – but this is required to inform the 30-year BNG Management Plan and BNG Habitat Monitoring (these will need to be based on a specified number and type of Biodiversity Units.).</p> <p>The LPA (Leeds City Council) is the BNG Monitoring & Reporting Body and requires developers to send a copy of a 30-year BNG Management Plan and regular progress reports against the actions in the BNG Management Plan. The LPA also requires that BNG Habitat Monitoring is carried out in years 1,3,5,10,20 and 30 to demonstrate that the target number of Biodiversity Units stated in the Management Plan is on-track to being achieved. Therefore 2 additional separate conditions will be required to this effect:</p> <p>One condition specifying the submission of a 30-year BNG Management Plan that clearly states the specific number and types of Biodiversity Units to be delivered and that this will be to achieve a minimum of 10% BNG in the Leeds District.</p> <p>A separate condition for the BNG habitat monitoring that refers specifically to the number and types of Biodiversity Units to be delivered in the Leeds District – numbers and types of Biodiversity Units are the new language and should be referred to in condition wording for BNG delivery.</p> <p>The above condition-wording is normally secured by a planning obligation (s106) if the land is deemed to be Off-site as per the Metric calculations (and also if on land outside of the applicant's ownership).</p> <p>Therefore Condition 10 should be amended into 3 separate conditions accordingly: one for the overall BNG strategy (to be LPA based); one for the min-30 year BNG Management Plan (LPA based); and one for the BNG Habitat Monitoring (LPA based). Wording for these conditions can be agreed but should be based on that shown below (it will likely need to be</p>
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worded per phase):

Min-30 year BNG Management Plan

Prior to the commencement of development a Biodiversity Net Gain Management Plan shall be submitted to and approved in writing by the LPA. The Plan shall deliver a minimum of X Biodiversity Units on land identified in the Biodiversity Metric Spreadsheet Version 3.0 referred to in Y and include details of the following:

- a. Description and evaluation of features to be managed and enhanced to include Baseline Metric calculations of Biodiversity Units with Condition assessments and UKHAB mapping
- b. Extent and location/area of proposed habitats and proposed Biodiversity Units on scaled maps and plans using UKHAB mapping, with Target Condition assessments and Metric calculations
- c. Ecological trends and constraints on site that might influence management
- d. Aims and Objectives of management to include Target Biodiversity Units and Target Condition Criteria
- e. Appropriate management Actions for achieving Aims and Objectives
- f. An Annual Work Programme (to cover an initial 5 year period)
- g. Details of the specialist ecological management body or organisation responsible for implementation of the Plan
- h. How the Plan is to be funded and confirmation from the landowner that it can be delivered
- i. For each of the first 5 years of the Plan, a progress report sent to the LPA, within 3 months of each year being completed, by an appropriately qualified ecological consultant reporting on progress of the Annual Work Programme and confirmation of required Actions for the next 12 month period
- j. Confirmation that habitat monitoring will be carried out in years 1, 3, 5,10, 20 and 30 and how this will be funded
- k. The Plan shall set out how contingencies and/or remedial action will be identified, agreed and implemented when necessary
- l. The Plan will be reviewed and updated every 5 years and implemented for perpetuity
- m. The approved Plan will be implemented in full accordance with the approved details.

Reason: to ensure the long-term protection and enhancement of biodiversity in accordance with Core Strategy Policy G8 and G9, NPPF and BS 42020:2013.

BNG Habitat Monitoring and Reporting

Prior to completion of the last bridge (?) a Biodiversity Monitoring Programme & First Monitoring Report carried out by an appropriately qualified ecological consultant shall be submitted to and agreed by the LPA. It shall include the first Monitoring Report, to take place after full implementation of approved habitat creation establishment works and no later than the end of Year 1 of the Landscape & Biodiversity Net Gain Management Plan, and specify the frequency and timing of subsequent

		<p>Monitoring Reports to cover a minimum 30 year period to be submitted to the LPA. The Monitoring Report will include the following:</p> <ul style="list-style-type: none">a. Confirmation of the number of Biodiversity Units present based on a survey at an appropriate time of year and how this compares to the X identified for Retention and Enhancement in the Biodiversity Metric Spreadsheet Version 3.0 referred to in Yb. Where the Target Condition is not yet met provide an assessment of time to Target Condition for each habitat and any changes to management that are requiredc. How the monitoring is funded and the specialist ecological body responsibled. Photographs of any proposed integral bat and bird nesting features <p>Subsequent Monitoring Reports will be submitted to the LPA at time-scales stated in the Monitoring Programme and where remedial measures or changes in management are required these will be addressed in the subsequent Landscape & Biodiversity Net Gain Management Plan's Annual Work Programmes.</p> <p>Reason: to ensure Biodiversity Units are delivered as agreed in the approved Management Plan for perpetuity.</p> <p>Additional condition</p> <p>Bat Roosting Units across the LPA area – we support use of bat roosting features but not where they are to be placed on trees or other locations where likely to be subject to lack of maintenance or vandalism. Instead there should be a condition worded specifically for provision of long-lasting, high-quality bat roosting features. This will compensate for loss of numerous bat roosting potential features across the impact site. Such features should be custom-made wildlife towers and/or pole mounted bat roosting units in locations that will not be prone to disturbance. Indicative drawings of what these could look like and locations should be submitted and a condition agreed for their installation and long-term maintenance. It would be disappointing if any new replacement bridges or existing bridges were not considered for high quality bat roosting provision for maternity and hibernation features – the licence for the destruction of the bat roost at Ridge Road Bridge would be unlikely to require meaningful compensation under the licence so instead there should be meaningful compensation in addition to that required under the licence.</p>
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NR12	Condition 4	<p>NR12_Request for Deemed Planning Permission</p> <p>Condition 4 – Preliminary Works</p> <p>It will be essential to relate any habitats shown to be retained or enhanced within the updated Biodiversity Metric calculations (not yet submitted) to the construction phase impacts (and preliminary works stage). Any habitats shown to be retained or enhanced in the Biodiversity Metric Excel Spreadsheet calculations will need to be referred to in this condition/s. An example of the condition wording used in Leeds for this purpose is below (states actual numbers of Biodiversity Units):</p> <p>Prior to the commencement of development a Construction Environmental Management Plan (CEMP:Biodiversity) shall be submitted to and approved in writing by the LPA. The CEMP (Biodiversity) shall put in place measures to retain and protect the W Biodiversity Habitat Units and Z Biodiversity Hedgerow Units as shown in A and include the following:</p> <ul style="list-style-type: none"> a. Risk assessment of potentially damaging construction activities b. Identification of “biodiversity protection zones” c. Measures to avoid or reduce impacts during construction d. Location and timings of sensitive works to avoid harm to biodiversity features, including nesting birds e. The times during construction when specialist ecologists need to be present on site to oversee works f. The role of a responsible person (Ecological Clerk of Works) and lines of communication g. Use of protective fences, exclusion barriers and warning signs <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the LPA.</p> <p>Reason: to ensure the protection of existing biodiversity features in accordance with Core Strategy Policy G8, the NPPF, and BS 42020:2013.</p>
NR12	Condition 5	<p>Condition 5 – Landscaping and Ecology</p> <p>The LEMP is wider than delivery of BNG and needs consideration so that it relates to (but does not replace) the proposed two additional BNG conditions as per the comment under Condition 10 below.</p>
NR12	Condition 6 and 7	<p>Condition 6 and 7 cover the information required prior to commencement of any stage of development, to ensure safety during the construction phase.</p>

NR12

NR12_Request for Deemed Planning Permission

RN12 Request for deemed Planning Permission

- Appendix 2 conditions

- Stages Of Development – I would object to the exclusion of “preliminary works” from the term “Development”:

Extract: No development (excluding preliminary works) is to commence until a written scheme setting out all the stages of the development has been submitted to and approved in writing by the local planning authority.

Extract Interpretation: “preliminary works” means environmental investigations, site or soil surveys, ground investigations and the erection of fencing to site boundaries or the marking out of site boundaries; site clearance; and the erection of contractors’ work compounds, access routes and site offices;

Reason- preliminary works are likely to have the most significant impacts on trees and the landscape prior to approval.

- I object to Arboriculture being lumped in with other disciplines. It is a standalone specialism requiring an Arboriculturalist not an Ecologist

LANDSCAPE AND VISUAL IMPACT ASSESSMENT has not been mentioned in the Order

Mitigation terms need to be expanded to include for Landscape and Visual Impact Assessment outcomes. The likely visual impacts are likely to come from the removal of strategic trees and vegetation. One clear example is Austhorpe Lane Bridge. The removal of belts of trees will have a significant adverse visual impact on the properties overlooking the development site. Mitigation for visual impact must be aimed at reducing the effects. In this case it translate into new visual buffer planting in the same location to recreate the functionality of the original. The development may also have an impact on the landscape character of an area.

The assessments need to be carried out in accordance with Guidelines for Landscape and Visual Impact Assessment (landscape institute and institute of Environmental Management and Assessment)

LANDSCAPING & ECOLOGY - PRELIMINARY WORKS:

Extract:

A (i) A plan of existing trees and tree features (such as groups of trees or woodland) to be retained and protected and to be removed in accordance with BS5837(2012).

This statement is simplistic in terms of Arboriculture. It is not just about tree removal being identified. Under BS5837 there are many steps before reaching any conclusion such as the requirement for an Arboricultural Impact Assessment AIA. This needs to be submitted in the first instance and is a document for negotiation as there are many ways that impacts can be mitigated without the loss of trees. Many impacts can be hidden and come from unexpected parts of a development (beyond

the simple development footprint) including drainage, services, changes in levels, working room, movement of machinery, compounds etc these all need to be analysed in an AIA- I refer to LCC guidance on tree information requirements for planning purposes under: <https://www.leeds.gov.uk/planning/conservation-protection-and-heritage/landscape-planning-and-development>

Tree loss mitigation must include the balancing of the loss of carbon due to the removals. Trees sequester and store carbon. The council has declared a climate emergency so this is a significant issue. There is an emerging policy on tree replacement numbers which takes account of carbon and this would need to be followed in terms of mitigation

Condition 5 – LEMP Part B needs to be provided prior to commencement of development for that stage to ensure appropriate mitigation. Standard LCC cons attached for reference.

NR12

To be read in conjunction with 145, 146 and 149. Standard LCC conditions below:

a) No works shall commence (including any demolition, site clearance, ground works or drainage etc.) until all existing trees, hedges and vegetation shown to be retained on the approved plans are fully safeguarded by protective fencing and ground protection in accordance with approved plans (as approved pursuant to b) below) and the specifications and the provisions of British Standard 5837 (2012) Trees in relation to design, demolition and construction, unless otherwise agreed in writing by the Local Planning Authority. NOTE: safeguarding includes any ground areas intended for Structural Planting (clause 6.2 of BS5837) and only the BS5837 default barrier with the scaffold framework shall be employed. A fully dimensioned tree protection plan drawing shall be included in the submission. Such measures shall be retained for the full duration of any demolition and/or approved works.

b) No works or development shall commence until a written Arboricultural Method Statement (AMS) in accordance with BS5837 for a tree care plan has been submitted to and approved in writing by the Local Planning Authority. Works shall then be carried out in accordance with the approved method statement. The AMS shall include a Site Supervision Schedule i.e. a list of site visits and the operational specifics related to trees for the full construction duration. The AMS shall include for reporting back to the Local Planning Authority immediately after each site supervision intervention (written & photographic). NOTE - this item cannot be discharged until the last supervision visit report is submitted.

c) Evidence shall be submitted, such as a written appointment (including site specifics), that confirms that a qualified Arboriculturist/competent person has been appointed to carry out this Arboricultural monitoring/supervision.

d) Seven days written notice shall be given to the Local Planning Authority that the protection measures are in place prior to demolition/ approved works commencing, to allow inspection and approval of the protection measures as implemented on site.

NOTE - this item cannot be discharged until post inspection approval is confirmed.

e) No equipment, machinery or materials shall be used, stored or burnt within any protected area. Ground levels within these areas shall not be altered, nor any excavations undertaken including the provision of any underground services/drainage, without the prior written approval of the Local Planning Authority.

Other conditions:

- Landscape details with Phasing and staged discharge e.g. a buffer (trigger points)
- 5 year replacement (of any plant failures)

		<ul style="list-style-type: none">• CLMZ Landscape Management Plan (for lifetime of the development as per LCC guidance)• CLPRRZ Preservation of Retained Tree/Hedge/Bush
NR12		Generally acceptable however, condition 5 (landscaping/ecology), some concern with it requiring details within 6 months from commencement, seems a long time. Would normally expect this prior to development commencing however, I will defer to colleagues in landscaping/biodiversity regarding this

NR12		Condition 3 - "may be" replaced with "shall be"
NR12		Condition 10 – To allow for the net gain not to be implemented until 6 months after the final bridge is completed seems a long time. Requested - "Prior to the formal completion of bridge e HUL4/14 (or whichever is the last bridge to be completed) on the Order scheme measures to achieve an overall minimum 10% net gain in biodiversity for the development (assessed in accordance with the 2019 Department for Environment, Food & Rural Affairs biodiversity metric) shall be implemented in accordance with the approved strategy"
NR12		Highway condition survey required to also ensure developer makes good any damaged adopted highway
NR12	Condition 3,7, 9 and 10	Change to 'including preliminary works'. 'Excluding' is not appropriate wording to ensure correct mitigation.
NR12	Condition 12	LCC objects to deemed condition relating to Micklefield PRow.
NR12	Appendix 3	Some of the drawing references don't seem to correspond with NR14 (mainly revision numbers)
NR12	States of development	stages of development not clearly defined and therefore so is the discharge of conditons at this stage.
NR12/16/17	CoCP Part B	NR16 ER 16 v1 states – "16.2.12 Part B of the CoCP is applicable to the relevant works components of the Scheme that require planning permission and will be secured through a planning condition as described in the draft planning condition 6 Code of Construction Practice in the Order application document 'Request for deemed planning permission and statement of proposed conditions' [NR12]." (relevant works components as per Table 1.1 in NR16 V1) – This does make sense as per condition 6 of NR12. It is somewhat conflicting/ inconsistent though because then NR17 CoCP part A states – 1.3.5 "The CoCP Part B environmental documents as listed in section 1.3.4 and 1.3.5, will be submitted for conditional discharge to LCC in relation to the elements requiring planning permission. As the CoCP [assume part A] constitutes an overarching EMS, the measures set out in the Part B documents will be applied to all works including permitted development works." This reads that CoCP A and B will apply to everything within the whole scheme/ TWAO and that part B is not just 'relevant work components' as stated above.
NR13	1.2.5	Refers to 21 elements. NR07 1.2.5 refers to 19 elements
NR13	3.2.7	Austhorpe Lane is not PRow (same in NR15 2.2.5 and 2.2.9)
NR13	7.8.18	Document states "Network Rail is committed to deliver 10% Biodiversity Net Gain (BNG) via the Network Rail (2020b). Transpennine Route Upgrade – Programme wide Net Positive Biodiversity Strategy (Revision P03.1), and a BNG assessment will be carried out to meet the Strategy objectives. BNG will be delivered locally wherever practicable." commitment required to 10% in LCC area.

NR13		Various issues with Policy references – AVAAP not mentioned, a number of policies referred to which are “not saved” and others which haven't been covered. Barrowby Lane SAP allocation incorrectly referenced (see policy comments for more details)
NR13		<ul style="list-style-type: none"> • 3.2.13 This wording is incorrect: proposed allocation MX2-38 (now titled EG2-37) has not been removed from the Local Plan. The remittal hearings are ongoing and the latest letting from the Inspector (dated 25 May 2023) indicates that inspector is considering retaining the site. The text should state: “Immediately to the south of the bridge there is a proposed previously was a site allocation in the local plan with an indicative capacity for 21.2ha 150 residential units and 10ha of general employments uses (Policy MX2-38 EG2-27 Barrowby Lane, Manston). The examination into the remitted parts of the Site Allocations Plan is ongoing However, this has since been removed from the local plan subject to a recent inspector’s direction (refer to paragraphs 6.3.58-6.3.71 for more details).”
NR13		<ul style="list-style-type: none"> • 6.1.1 (Table 2): Should also reference: <ul style="list-style-type: none"> o 21/00654/FU (affected by Wykebeck Avenue Temporary). Compound forms part of a wider site that has planning consent for the development of 147 houses. The compound will occupy part of the area of public open space being developed to serve the scheme.
NR13		<ul style="list-style-type: none"> • 6.1.2 (Table 3) Should also reference: <ul style="list-style-type: none"> o Mixed use allocation MX2-27 (affected by Kirkgate Viaduct Temporary Compound). Allocated for 14 dwellings and office use. o Mixed use allocation AV18 (289 residential units and 27,500sqm office). Affected by The Marsh Lane Compound and Marsh Lane Construction Land. o Green space site G523(1) Neville POS (designated by Site Allocations Plan) and G523(2) Neville POS (designated by Neville POS). Affected by Osmondthorpe Lane temporary compound. 2876sqm of G523(1) and 1301sqm G523(2) will be lost from Green Space use during the construction period. o Housing allocation H3-1A.23 / HG1-256 (affected by Wykebeck Avenue temporary compound. As noted above, planning consent has been granted for the development of this site). o Green space site G1213 Micklefield Miners Welfare Ground (diversions associated with Peckfield Level Grossing closure run through / adjacent to this site) o Green space site G114 Castlehill Woods (PROW diversion associated with Highroyds Wood Level Crossing closure will run through this site).
NR13		<ul style="list-style-type: none"> • 6.1.2 (Table 3) text re. MX2-38 is incorrect (as per comments above). This should state: “EG2-37 Barrowby Lane. This allocation was previously proposed for mixed use (MX2-38) but now is proposed to be allocated as – a mixed use development and EG2-37 – a proposed Main Modification for general employment land only). was originally in the local plan but has since been removed by direction of Inspector. The examination into the remitted parts of

		the Site Allocation Plan is ongoing (refer to paragraphs 6.3.58-6.3.71 for more details). Planning application 22/08491/OT relates to this land and is currently undetermined.”
NR13		<ul style="list-style-type: none"> • 6.1.2 (Table 3) re. E3B:6 Peckfield Business Park: the final sentence is incorrect in stating the scheme development does not require any land defined by this allocation. The temporary compound is sited on allocated land. The final sentence should be deleted.
NR13		<ul style="list-style-type: none"> • 6.3.43: The Aire Valley Leeds Area Action Plan and Garforth Neighbourhood Plan should also be identified as part of the adopted development plan.
NR13		<ul style="list-style-type: none"> • 6.3.49: N1 has been superseded and no longer forms part of the dev
NR13		<ul style="list-style-type: none"> • 6.3.44 / 6.3.45 The Garforth Neighbourhood Plan is now adopted.
NR13		<ul style="list-style-type: none"> • 6.3.49: N1 has been superseded and no longer forms part of the development plan for Leeds
NR13		<ul style="list-style-type: none"> • 6.3.61: The allocations relevant to the Scheme Development are discussed below, including those proposed allocations that are that have since had their allocation removed pending the outcome of the remittal examination process.
NR13		6.3.60: Add further sentence to clarify “The Council is no longer promoting the allocation of these housing sites. The only remitted site affected by the TWAO is site MX2-38 (now titled EG2-37 and proposed for general employment use only).
NR13		<ul style="list-style-type: none"> • 6.3.71: This paragraph should be deleted. This quote is taken out of context and suggests the conclusion of inspector / council is to not allocate the site. The Council continues to promote the allocation of this site for general employment uses. The latest letter from the Inspector (dated 25 May 2023) notes the issue is finely balances and the inspector is yet to reach a decision – as noted in 6.3.72. For clarity, may be clearer if both 6.3.70 and 6.3.71 are deleted so that the Planning Statement just factually reports the consultation stages and that consideration of this site is ongoing.
NR13		<ul style="list-style-type: none"> • 6.3.78: As noted above, Garforth Neighbourhood Plan is now adopted.
NR13		<ul style="list-style-type: none"> • 7.6. As noted above, the following areas of designated green space are also affected by the proposals: <ul style="list-style-type: none"> o Green space site G523(1) and G523(2) Neville POS (affected by Osmondthorpe Lane temporary compound). Total of 4,177sqm of designated green space affected by the proposal. o Housing allocation H3-1A.23 / HG1-256 (affected by Wykebeck Avenue temporary compound). As noted above, planning consent has been granted for the development of this site, with the public open space required as part of the development situated on the land proposed for the compound. o Green space site G1213 Micklefield Miners Welfare Ground (diversions associated with Peckfield Level Crossing closure run through / adjacent to this site)

		o Green space site G114 Castlehill Woods (PROW diversion associated with Highroyds Wood Level Crossing closure will run through this site).
NR13		• 7.6.1 / 7.6.3: Both refer to Policy N1 which has been superseded. Policy G6 of the Core Strategy should be referred to instead.
NR15	2.2.5	Austhorpe Lane footbridge is not PROW. . Ref NR02, Sched 14 Pt1 comments.
NR16		NR16 Volume 1_Environmental Report Volume 1 Main Text NOTE: I note that the information is expanded in NR 16 volume 1. This is just a breakdown of trees to be removed. This would all have to be analysed in an AIA to evidence that all potential impacts have been considered as above. condition 5: The AIA needs to be used as a mechanism for ensuring a mitigation plan is agreed with LCC prior to any development - as per suggested amendments to condition 5 above.
NR16		Further negotiation and information required regarding land restoration proposals
NR16 v1	13.3	Mitigation and Consideration of Control Measures Flood Risk Consider signing up to the Environment Agency Flood Warning Service
NR16 v1	1.3.2 & 4	Scope: Only includes certain works (Table 1.1). Powers under TWAO are being applied to the sites not included (Table 1.2) yet there is no info on CTMP in this report.
NR16 v1	11.3.2	Also in NR16 Vol 3 App 11 (page 437). Construction Traffic Management Plan, CTMP, for construction traffic only. Is there to be a TMP for the management of all other traffic at all sites? (NR17 refers to TMP) The environmental report includes the diversion routes for normal traffic at the sites included but no similar information in the documents regarding the sites in Table 1.2. CTMP inclusions: Mirrors at critical junctions. NO. LCC does not support or permit the use of mirrors on the Highway (Traffic Engineering).
NR16 v1	13.1.4	<ul style="list-style-type: none"> • Leeds City Council Strategic Flood Risk Assessment (SFRA) (2007) - Updated 2023 • Leeds Local Flood Risk Management Strategy (LFRMS) (2018) - Refreshed 2023 • Leeds City Council Minimum Development Control Standards (2022). - Updated 2023

NR16 v1	3.2.62 -	Should include no working on bank holidays for standard working hours (standard working hours - condition to be agreed)
NR16 v1	3.2.64	Regarding non-standard hours, should be some provision to advise local residents of the hours & provide a point of contact for any issues
NR16 V1	Chapter 16 Table 13.2	Table 13.2 - Summary of relevant works components of the Scheme mitigation measures for operation – clarification on what this is reflecting
NR16 v1	general	How about using sequential page numbers so we can find section 11 quickly? Rather than page numbers for each section (Page 11-1, 11-2 etc...)
NR16 v1	Table 1.1	Table doesn't seem to include works between the city centre and Austhorpe Lane at Osmondthorpe Lane and Neville Hill.
NR16 v1		NR02, Section 12.2, Table 12.1 - please clarify where the LC:RM Risk Ratings criteria have been derived from within LC:RM. Having reviewed LC:RM, there is no reference made to any of the risk rating terminology used within Table 12.1.
NR16 v1		NR02, Section 12.3, Table 12.2 - with respect to supplementary ground investigations to be undertaken within the scheme areas at detailed design stage, it states that following completion of the supplementary ground investigations, an interpretative report will be produced. However, no reference is made to providing copies of the interpretative report(s) to LCC for review and comment, which was an ask. Therefore, can it be clarified that copies of any interpretative reports will be provided to LCC for review and commentary as required.
NR16 v2		Where land is permanently or temporarily acquired by Network Rail, it needs to be returned to the original planning designation or as otherwise agreed with LCC.
NR16 v3	2.3.24	Has Network Rail consulted LCC Accident Studies team regarding this assessment?
NR16 v3	App11, Table 3.1 (page 424)	Traffic flows for Marsh Lane? What are their relevance to Penny Pocket Park works? Traffic flows for William Parkin Way are 2021 DfT figures - before ELOR opened. Figure used for cars/lgv is approx 7000. 2022 LCC figures show 18700. Upshot is that road is significantly busier but %age impact of construction traffic will be much lower...
NR16 v3	App11, Table 3.1 (page 426)	Do the traffic flows for works at Austhorpe Lane and Crawshaw Woods bridge include volumes since the opening of ELOR?
NR16 v3	App11A 2.3.12 (page 451)	States that bus routes are 'anticipated to be impacted by temporary bridge closure.' Should say WILL be impacted... There is no doubt.
NR16 V3	Appendix 11	shown on Figures 1.1.1 to 1.1.6 and 3.1.1 to 3.1.6 in Volume 3 of the Environmental Report [NR16]. - should it not v2? and 1.1.1 - 1.1.3?
NR16 v3	Appendix B	Are the traffic data recently and include data since the opening of ELOR last year?

NR16 v3	Maps	General Comment: Historical maps are shown by year of the update of the specific sheet. This means that one plan has part of the subject area for, say, 1893 and the next plan has the rest of the subject area for 1894. This is illogical. Map sheets were updated over time so a set of 'current' sheets at any time will include sheets updated in different years. Accordingly, why not group those sheets that are close to each other in date so that the plans show the whole area. The title could reflect this, in saying 1893/94 maps etc. The purpose of the information would be better displayed, easier to understand and the document will be shorter as a result.
NR16 v3	Page 568	Drawing 151666-TRA-80_HUL4-REP-W-EN-000006 - diversion route is incomplete. Diversion needs to accommodate from one side of the closure to the other. Diversion route does not cater for drivers heading eastbound on Austhorpe Rd (towards Manston Lane) or Southbound on RR Halton. Closure does not correspond with that shown on Sheet 4 in NR09.
NR16 v3		Environmental Report NR16: Volume 3, Appendix 12, Section 4 – with respect to the risk assessment classification used for assessing consequence (e.g., minor, severe, etc.), probability (e.g., low likelihood, etc.) and overall risk, it is not clear where this risk classification has been derived from. Please clarify as required.
NR16 v3		Environmental Report NR16: Volume 3, Appendix 12, Section 4.3.7 - please clarify if the first sentence is complete, is there meant to be further wording/explanation after the word “based”? Please clarify and amend as required.
NR16 v3		Pg.19 - Austhorpe Lane Bridge. Disagree with “some more extensive tree loss, again unavoidable, will be required in the compound to the south” I haven't seen any other potential locations for compounds to be able to confirm this
NR16 vol 1	10.3.1	Document refers to relevant national guidance and importantly, Leeds City Council’s noise and planning guidance document for specific criteria. Agree with approach outlined to provide further details in a CEMP as part of planning approval and Noise and Vibration Management Plan.
NR16 vol 3	10.3.1	Best Practicable Means segment outlines physical and management controls to reduce impacts where noise is significant but should also include the option to offer residents alternative accommodation where residual impacts remain significant at night time despite these measures. For example, should the demolition of Austhorpe bridge occur during the night and residents are only 5m distance.
NR17	2.1	the phrase “ ..to minimise..” repeats several times. Amend wording to “...to minimise and/or mitigate...”
NR17	2.1	Request an additional clause along the lines of "The Alliance will have proper regard to and mitigate where reasonably required by the Council/Highway Authority any road safety or operational concerns relating to construction activities not anticipated pre construction, provided that the construction activities are the cause or materially contributing to such issues. Any such mitigation shall be implemented in a timely manner"
NR17	7.1	General Requirements Flood Risk Consider signing up to the Environment Agency Flood Warning Service

NR17	11.1	I assume the condition 7 will be discharged following the grant of the TWAO? Need to make sure the details cover the above for 2.1 and 2.3.5? (LCC highways to approve condition 7)
NR17	11.2	The Alliance will conduct any required street works and street stopping up in accordance with provisions of the Order and the provisions in the Highways Agreement.
NR17	1.2.3	Clause required 1.2.3 that cross references the CoCP to the Highways Agreement
NR17	11.3.1	Traffic Management Plan: Refers to Condition 7. However, both NR13 8.1.3 and NR16 Environmental Report only refer to a CONSTRUCTION TM Plan (CTMP), not a TMP.
NR17	11.3.2	Add a extra bullet point for them to provide calculated total daily vehicular trips arriving and leaving for each construction site/compound, broken down to the AM and PM peak periods and separately identifying different classifications (Staff, car, HGV, etc).
NR17	11.3.2	8th Bullet - the reference to mirrors should be removed but welcome the views of traffic colleagues who will confirm the council's position on this. I would prefer the bullet to say ..suitable mitigation at critical turning junctions and access routes to assist drivers and any capacity or safety concerns caused and agreed with the LHA....
NR17	11.3.2	Traffic Management Plan: The TMP inclusions are the same as the CTMP in NR16 (Chapter 11). A TMP needs to include: <ul style="list-style-type: none"> · Diversion details · Public parking management (temporary restrictions as required plus additional provisions to mitigate impact on certain groups of road users). · Other movement restrictions · Access to properties · Accomodation of pedestrian/cyclist movements where possible. · Mirrors at critical junctions. LCC does not support or permit the use of mirrors on the Highway
NR17	11.3.2	Any Traffic Management Plan should also include: <ul style="list-style-type: none"> · Diversion route details · All temporary restrictions, closures or banned movements · Any temporary provision for pedestrians, cyclists and equestrians where routes are affected by works. · Retention of access and egress to any affected businesses or properties <p>LCC does not permit nor does it give permission for mirrors to be erected within the constraints of the highway.</p>
NR17	11.3.3	The TMP should include full routing plan for HGVs, deliveries and construction traffic A full plan should be provided.

NR17	11.3.6	Nuisance Management Measures: Suggest this should also include management of delivery vehicles where they may need to wait to be called in to site. Location, practice (engine off etc). Linked to CTMP in that construction vehicles will not be able to park on certain roads in the vicinity of the site - clarification required.
NR17	13.1.1	Are diversion of utilities is intended to be undertaken by statutory undertakers required as an ancillary activity to the wider Scheme development subject to our normal Permit Scheme or will powers be adopted by TWAO - clarification required
NR17	13.1.1	Add a new clause that cross references the CoCP to the Highways Agreement
NR17	14.1.14	Refers to a 'Construction Traffic Management & Travel Plan (TMP)'. Is this the same as the CTMP or something else? The documents need to be consistent for the avoidance of doubt.
NR17	14.1.3	External Comms Programme: NR to clarify working in conjunction with the LCC comms team
NR17	14.1.5	Should this statement be included in 14.1.2 BEFORE the lists of the measures referred to in 14.1.3 and 14.1.4?
NR17	2.3.5	Request an additional clause along the lines of "The Alliance will have proper regard to and mitigate where reasonably required by the Council/Highway Authority any road safety or operational concerns relating to construction activities not anticipated pre construction, provided that the construction activities are the cause or materially contributing to such issues. Any such mitigation shall be implemented in a timely manner"
NR17	3.1.4	Track Possessions: Only refers to specific sites yet track possessions will be needed at other location and the TWAO provides powers in respect of temp closures at those sites, so why not the same methodology for all works covered by the TWAO? Where/ how will we be informed on other possessions and what conditions are to be required/ discharged?
NR17	App2 of App A	Licence to Kill Birds: Copy licence was only in effect 1/1/2003 to 31/12/2003 so not valid.
Kirkgate	1-027	Compensation to be paid during period of occupation, land to be reinstated, consultation to be carried out with adjoining land owners on use of this land.
Kirkgate		Registered title clarification required for Kirkgate
Kirkgate		Compounds need to be clearly defined on drawings.

Kirkgate		<p>My comments are entirely concerned with the works to the Kirkgate Viaduct(HUL4/47) and Marsh Lane Viaduct (HUL4/44) at Penny Pocket Park in Leeds City Centre. The Environmental Report NR16: Volume 1 says that “The proposed works involve small-scale electrification and signalling infrastructure within an area of existing railway infrastructure. As such it is not considered that there will be any harm to the Conservation Area or heritage assets that lie within it.” Similarly, the Environmental Report NR16: Volume 3 says “Proposed infrastructure (signal gantry, cabinets and two lock out devices) will be visible in winter and introduce additional detracting features into the view, however, the presence of detracting urban features, such as street lighting columns, road signage, and existing railway infrastructure currently exist in the landscape. Views will be oblique and filtered by existing vegetation. Features remain in context with the urban environment and are unlikely to be immediately apparent to the casual observer”. However, if viewpoint is moved to the junction of Wharf Street and Kirkgate (see extract from Street View below), there is a relatively unobstructed view along the viaduct converging on the grade I Minster. There are overhead lines above the parapet which are lost against the sky, their converging lines emphasising the unobstructed view along the viaduct . The proposed signalling gantry to be introduced at the open arch opposite the tower of the Minster will be a “detracting feature”, standing vertically from the viaduct and breaking the continuity of the view, and will cause “less than substantial harm” (at the lower end of the scale) to the setting of the Minster and the City Centre Conservation Area.</p> <p>The footpath under the Kirkgate underbridge is a dark spot at night and may discourage pedestrian movement along Kirkgate. Improved lighting could encourage movement and assist with the regeneration of Kirkgate and the City Centre Conservation Area. There is support for this in Policy 10 of the Leeds Core Strategy says that proposals will be supported where they accord with the following key principles:</p> <p>(v) The development creates a safe and secure environment that reduces the opportunities for crime without compromising community cohesion,</p> <p>(vi) The development is accessible to all users.</p> <p>In addition, paragraph 92 of the NPPF says that planning policies and decisions should aim to achieve healthy, inclusive and safe places are accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.</p> <p>See image 01</p>
Kirkgate		Site specific TM details need to be included in the overall project TM plan
Kirkgate		Kirkgate between Wharf Street and Harper St and a section of Wharf Street will be temporarily stopped up including on-street parking and the cycle lane. The temporary construction access is indicated as Crown St, a one-way street from Call Lane, which is inappropriate. Construction traffic management measures need to be agreed with Network Management. Highways Side Agreement to be agreed.

Kirkgate		Plans and statements suggest very minimal impact with upgrade limited to signalling and electric structures within network rail boundaries. Consideration of viewpoints will need to be undertaken.
Kirkgate		<p>Comments</p> <p>1) Clashes with proposed works programme for City Centre Cycle Loops scheme</p> <ul style="list-style-type: none"> • Scheme construction planned 2024/25 • Impacts construction work on Kirkgate/High Court/The Call/Call Lane • Need to understand level / timing of works to help co-ordinate Traffic Management (mitigate scheme costs) • City Connect route runs under the bridge, need to ensure we maintain access for cyclist and pedestrians for the duration of the works (and before and after) • Bus gated area to protect buses coming from Harper Street on to Kirkgate north of the bridge (no impact) • Will closure just be for motor vehicles?? • Also cycle track running along Kirkgate (opposite Minster) could be impacted. • Need to understand potential mitigation measures for peds/cyclists, co-ordinated Traffic Management <p>See image 02</p>
Kirkgate		This brownfield city centre site forms part of Lower Kirkgate Townscape Heritage initiative – which has seen multi-million pounds investments into one of the most historic streets in Leeds City Centre and an important aspect of Leeds City Centre Conservation Area. The site also has an important relationship with our investments in the Corn Exchange – the current condition of this site detracts from the positive placemaking around it. Properties we have spent money in overlooks onto this site which is an eyesore at present. The redevelopment of the brownfield site impacted here could form a key part of the strategy in terms of a comprehensive scheme where a development of the site in question could both ‘placemake’ and provide financial subsidy towards the regeneration of the nine properties
Kirkgate		Need for discussion with Network Rail to ensure that LCC's ability to secure £550k of external funding in the next 18 months is not impacted
Kirkgate		Further discussion required with NR to address wider regeneration impacts to avoid unintended consequences.
Penny Pocket Park	2-001-2004	Is access to be taken from the rail line? No temporary land use has been included only Permanent can all work be done in the space detailed. How will the surrounding land be protected while the works take place.
Penny Pocket Park		<p>designated Green Space but agree with conclusion in the planning statement that the proposal will not have an unduly negative impact on designated green space.</p> <p>Our measurements calculate the overlap between the green space designation and TWAO extent to be 382sqm. This exceeds what is stated in the Planning Statement (does this has consequential implications for obligations under Acquisition of Land Act)? See spreadsheet for details.</p>

Penny Pocket Park		The limits of the land to be used should be highlighted, will vehicle access be required to the site of will that be done from the railway land, if access over the land is required will protection works be carried out to minimise damage, and the area returned back to its exiting or better condition
Penny Pocket Park		Protected greenspace with public access, therefore any infrastructure instalment should not undermine this. Proposals look to be limited to signalling equipment with nothing wider planned so impact will be limited.
Penny Pocket Park		<ul style="list-style-type: none"> • Clashes with proposed works programme for City Centre Cycle Loops scheme • Scheme construction planned 2024/25 • Impacts construction works Calls (City Loop) on Kirkgate, adjacent to Penny Pocket Park • Need to understand level / timing of works to help co-ordinate Traffic Management (mitigate scheme costs) see image 03
Penny Pocket Park		Possible conflict with existing structures. Subject to Highway Authority approval (structures) in highways agreement
Penny Pocket Park		Need to consider protection of the flags if accessing over the park. Embankment stability in York Road Park needs to be considered.
Marsh Lane		same as comment for Kirkgate above from Conservation team see image 01
Marsh Lane		affects western tip of allocated site AV18 but does not overlap with planning consent for the site and so not considered to affect the deliverability of the allocation
Marsh Lane		The area of land to be used as a compound should be highlighted on the picture. Should it also mention that it will be returned to its existing condition when works complete.
Marsh Lane		Comments provided above in section NR02. Site specific TM details need to be included in the overall project TM plan
Marsh Lane		Temporary compound and stopping up of the highway. Diversion routes for traffic and pedestrians and cyclists need to be agreed and reinstatement works need to be agreed.
Marsh Lane		1) Maintain and potential upgrade access to core cycle network and working City Connect cycling route towards A64 and other important city centre links, key route to East/Northeast Leeds and Garforth. 2) Ensure 73 Rail Street (end of railway street) - maintained a cycle and pedestrian access (upgrade) - Important as viewed as the main starting point for the Garforth Core Cycle Network. See images 05, 06, 07 and 08
Marsh Lane		See Article 12 above Possible conflict with existing structures. Subject to Highway Authority approval (structures) in highways agreement?

New Market Approach	4-001-4-005	Unclear as to why tarmac are being moved to this location in relation to TRU. permeant access seems to be unrelated to TRU. further information has been requested. market value is to be paid for the land. Awaiting detailed HoT from NR The works at this site seem to be unrelated to TRU East as no compound at this location had been include in the order
New Market Approach	sheet 2	Plan refers to route as non- definitive bridleway. Should also be shown as adopted cycleway.
New Market Approach		Should mention that the non motorised users and footpath will be maintained
New Market Approach		Planning application for the new access has been submitted and the Transport Statement includes an evaluation of traffic to the Neville Hill TRU temporary compound. However, the Neville Hill temporary compound is not included in the TWAO, due to being contained within Network Rail's land. However, the logistics for the Neville Hill temporary compound need to be considered. At a meeting with Network Rail comments were provided regarding plans for use of the existing access off Pontefract Lane until the proposed new access at Newmarket Approach was completed, advice was granted on what measures were required to accommodate NCN 66 users during construction. Clarification is required if all TRU temporary compound traffic would use the new access off Newmarket Approach.
New Market Approach		Negotiations currently ongoing with NR. Unclear on intended use and necessity for access.
New Market Approach		<ol style="list-style-type: none"> 1) Proposed works will directly impact the core cycle route 66 to East Leeds. 2) Would expect the route to be maintained and/or suitable diversion routes are provided 3) Currently used as a quieter alternative to the City Connect 2 route on A64 (important) 4) Note: potential permanent access to proposed new rail freight interchange on Neville Hill previously suggested by Network Rail. Some concerned raised on potential impact by other internal teams however there is strategic importance in LCC supporting Rail Freight expansion as part of the wider de-carbonisation See image 09, 10 and 11
New Market Approach		Separate planning application submitted – not part of this assessment for planning – app number 23/03522/FU
Osmondthorpe		Object: Site is designated as Neville POS (G523(1) and G523(2)) and in total will affect 4,177sqm of the designated green space. Impact on eastern part of site (adjacent to Osmondthorpe Lane) is a particular concern. No consideration of the temporary impact has been made in the Planning Statement or other supporting documents. This area is well maintained and will be lost for an unknown period of time with no mitigation proposed (and order gives minimal assurances about it being restored to a suitable standard for it to continue to serve a green space function following the compound being removed).

Osmondthorpe		Main Text - The area of land to be used as a compound should be highlighted on the picture. Should it also mention that it will be returned to its existing condition when works complete.
Osmondthorpe		Surface water flood risk - mitigation needed
Osmondthorpe		Temporary compound accessed off Osmondthorpe Lane. Traffic management needs to be agreed.
Osmondthorpe		Licence to occupy would be acceptable subject to licence/professional fees and the land been reinstated to its original condition after use. The compound doesn't seem to be large enough for all the works planned at this site – connection between highway and compound missing.
Osmondthorpe/ Neville Garth		Land required adj to Neville Garth linking to the Osmondthorpe compound is not provided in TWAO documentation. However the highway is shown as providing access, further detail required regarding access over land and why its not accounted for in TWAO.
Osmondthorpe		Land appears to be adjacent to development area and would therefore be PD in line with Part 4 Class A of the GPDO. Conditions associated with Class A are: Development is permitted by Class A subject to the conditions that, when the operations have been carried out— (a)any building, structure, works, plant or machinery permitted by Class A is removed, and (b)any adjoining land on which development permitted by Class A has been carried out is, as soon as reasonably practicable, reinstated to its condition before that development was carried out.
Osmondthorpe		1) Recognised as a bike friendly road which is used to connect key communities to Halton Moor 2) Need to ensure we maintain access for cyclist and pedestrians for the duration of the work. 3) Also, important core network bus No. 5 route (single deck) servicing the area (10-15 min frequency) using EV buses – critical to reduce the potential impact on this key service 4) Review width of carriageway – improve provision for walking and cycling under bridge See image 12
Wykebeck Avenue	sheet 3 6-001 NR13 3.1.14	The compound is to be on adopted highway. occupiers of the houses adjacent to this require notification they will need access to be maintained to their properties. what will the working hours be? No information about timescales as not in deemed consent. Not LCC land
Wykebeck Avenue		Object: This compound will be sited on land which forms part of a wider site with planning permission for the development of 147 houses (application reference 21/00654/FU). No consideration of the temporary impact has been made in the Planning Statement or other supporting documents. It will occupy part of the area proposed to be developed as public open space to serve the development, as required by planning policy. There is no clarity on the length of time that the compound will be sited on this land, or how this will align with the developers intentions for developing out the site. The order does not give assurance that the land will be restored to a suitable standard that enables it to serve a public open space function following

		the removal of the compound. POS required as part of the development, particularly if they have completed the development and disposed of the site prior to the compounds removal, then NR to install POS under planning application.
Wykebeck Avenue		Main Text - The area of land to be used as a compound should be highlighted on the picture. Should it also mention that it will be returned to its existing condition when works complete. It does seem to be Network Rail Land, with an access A frame.
Wykebeck Avenue		Surface water flood risk - mitigation needed
Wykebeck Avenue		Land appears to be adjacent to development area and would therefore be PD in line with Part 4 Class A of the GPDO. Conditions associated with Class A are: Development is permitted by Class A subject to the conditions that, when the operations have been carried out— (a)any building, structure, works, plant or machinery permitted by Class A is removed, and (b)any adjoining land on which development permitted by Class A has been carried out is, as soon as reasonably practicable, reinstated to its condition before that development was carried out.
Crawshaw Woods	NR16 v 1 3.2.22	Note permanent land take mentioned in NR16 V 1 but not referred to on the plan sheet 5 or in the order. which land is to be take permanently ? How will the land be access ? From the railways? Compound no details provided – compensation will be required and consultation with the tenant that occupied the land not referred to in the order.
Crawshaw Woods		As noted in the Planning Statement, this site is proposed for allocation for employment uses through the Site Allocations Plan (and examination hearings on this are ongoing) and a planning application for employment uses on the site is also pending consideration. The proposed access track does not align with the proposed position of the site entrance set out in the planning application, and both the track and compound would affect the proposed siting of buildings. There is no clarity on the length of time that the compound will be sited on this land, or how this will align with the developers intentions for developing out the site. The concern is that the proposal will undermine the timely delivery of this site; this is a particular concern given that the site is being proposed for allocation due to its strategic importance in addressing the shortfall in general employment land across Leeds in the short term. This TWAO is already resulting in a loss of general employment land at Phoenix Avenue and cumulative impact of this needs to be considered. Whilst the temporary loss of land at Phoenix Avenue is not being specifically objected to, following the receipt of further clarification/justification on this proposal, it remains that this will further reduce the supply of general

		employment land available for development in the Leeds District. This needs to be taken into account as context to the potential further loss of land proposed here.
Crawshaw Woods		Again re access, and any damage created during demolition / construction
Crawshaw Woods		Surface water flood risk - mitigation needed
Crawshaw Woods		Reconstruction of the bridge. Concerns raised relating to the construction access route (see above)
Crawshaw Woods		Previous queries regarding upgrading to bridleway status as FP 124 links between Leeds BWs 123 and 125. FP 124 also carries the Leeds Country Way. Concerns regarding gradients for raised bridge approaches need answering. Issues are accessibility and approach gradient from the north which is not compliant with DDA standards
Crawshaw Woods		See above (all same area) 1) Links to main core cycle network route 66 to (Leeds/Garforth) 2) Essential to maintain access during works and mitigate (maintenance improvements). 3) Installation/upgrade of bridge must remain accessible / current surface provision poor. 4) Note: this is a very busy walking and cycling route. see image 16
Crawshaw Woods		Concerns regarding design of the bridge – which needs to be agreed in consultation with LCC
Crawshaw Woods		Location of compounds appears to be adjacent to development area and therefore PD (as above Manston Lane comment) LB Consent application submitted - 23/04388/LI

Manston Lane		Main Text - The area of land to be used as a compound should be highlighted on the picture. Should it also mention that it will be returned to its existing condition when works complete. How will access be gained to this site which is on William Parkin Way if the photo is correct?
Manston Lane		Surface water flood risk - mitigation needed
Manston Lane		Temporary construction compounds and an access from A6120 William Parkin Way. There are concerns with impact of the use of the access on the A6120 as relates to the location adjacent to signals. In addition, the alignment and level differences raise concern. There surfacing would need to ensure there is no loose material and mud on the A6120. It should be noted there is a planning application under consideration on the land where the access is proposed.
Manston Lane		Licence in the process of being agreed with NR. Area on plans in order is large than area agreed in current licence.
Manston Lane		<ol style="list-style-type: none"> 1) Proximity to ELOR (East Leeds Orbital Route) with potential negative impact on highway. 2) Need to maintain segregated cycling/walking/bridleway provision – growing cycle and walking usage (recreational and commuter) with quality bridleway. 3) Recognised traffic free cycle path and walking routes along William Parkin Way – near proposed site access road) and on Manston Lane to the north 4) Core Cycle route 66
Manston Lane		<p>Land appears to be adjacent to development area and would therefore be PD in line with Part 4 Class A of the GPDO. Conditions associated with Class A are:</p> <p>Development is permitted by Class A subject to the conditions that, when the operations have been carried out—</p> <p>(a)any building, structure, works, plant or machinery permitted by Class A is removed, and</p> <p>(b)any adjoining land on which development permitted by Class A has been carried out is, as soon as reasonably practicable, reinstated to its condition before that development was carried out.</p>
Austhorpe Road and Green Park		<p>Questions around transfer of land to LCC and POS. Land will transfer under Planning Agreement to LCC soon</p> <p>Issues regarding alignment of bridge into highway and departure from DMRB standards and how the detailed design will tie into the existing highway</p> <p>Issues regarding loss of bio-diversity due to gas main design.</p>
Austhorpe Road and Green Park		Ward members concerned regarding design of the bridge – which needs to be agreed in consultation with LCC
Austhorpe Road and Green Park,		Object: Site is designated as Austhorpe Lane Neighbourhood Park (G1913) and in total 2.59ha of this land will be affected. Whilst the conclusion of the planning statement that there will be no permanent adverse impact (with the only permanent impact being an inspection chamber entrance) no consideration of the temporary impact has been made in the Planning Statement or other supporting documents. The land forms part of a wider area proposed to form the new 'Green Park'. There

		is no clarity on the length of time that the compound will be sited on this land, or how this will align with the intentions for developing out the site as Green Park.
Austhorpe Road and Green Park,		Surface water flood risk - mitigation needed
Austhorpe Road and Green Park,		The design of the highway infrastructure includes a two-lane highway infrastructure of 5.5m width with 2m footway west of the bridge and a design speed of 30mph. The design standard for the structure is DMRB standards. However, a departure of standard is required as elements of design including the carriageway width and minimum k-value cannot be achieved. The LCC departure from standard procedure needs to be agreed. The stage 1 Road Safety Audit has been submitted and comments have been provided with revisions required.
Austhorpe Road and Green Park,		Arrangements need to be made with LCC tenant on the land at Railway Road as a tri-partite agreement, but Licence to occupy would be acceptable subject to licence/professional fees and the land been reinstated to its original condition after use. Noted that land belonging to Thorpe Park developments will eventually come to LCC. Requirement for compensation and reinstatement
Austhorpe Road and Green Park,		Demolition of existing footbridge subject to technical approval of asset owner, Subject to Highway Authority approval (structures) in highways agreement
Austhorpe Road and Green Park,		<p>Whilst understanding that the gas pipeline needs to be moved, the location where it would be moved to would be within a large, wooded area. Concerns that 9 trees, 1 group & 2 part groups are to be removed – including CAT A & B trees. No details provided that show how tree loss has been minimized (including retention of most important trees). Landscape to advise on acceptability</p> <p>Location of compounds appears to be adjacent to development area and therefore PD (as above Manston Lane comment)</p> <p>LB Consent application submitted 23/04387/LI</p>
Barrowby Lane (level crossings & bridleway)		Concerns regarding design of the bridge – which needs to be agreed in consultation with LCC
Barrowby Lane (level crossings & bridleway)		Reinstatement of ares where footpath to be removed

Barrowby Lane (level crossings & bridleway)		Arrangements need to be made with LCC tenant Mr Marsden. Tenant details not listed on book if ref. On the land at Railway Road as a tri-partite agreement, but Licence to occupy would be acceptable subject to licence/professional fees and the land been reinstated to its original condition after use. It is not clear whether there will be a compound on site or whether there will be any permanent land take which needs to be clarified.
Barrowby Lane (level crossings & bridleway)		Proposed bridleway bridge needs to be constructed to meet highway authority approval for all users – including walkers, horse riders and pedal cyclists and should address matters, including parapet height, decking treatment, appropriate gradients, approaches, and widths, which all need to be agreed. The addition /upgrade of the full length of Nanny Goat Lane to a public bridleway would provide extra connectivity for bridleway users.
Barrowby Lane (level crossings & bridleway)		To advise on tree loss/retention Location of compounds appears to be adjacent to development area and therefore PD (as above Manston Lane comment)
Barrowby Lane (level crossings and bridleway)		1) Works will impact important route from Nanny Goat Lane linking to CCN route 66 on Barrowby Lane – cited a bike friendly route. 2) New bridge replacing current crossing must be fully accessible, well surfaced, bike friendly and cater for horses – Need clear signage and wayfinding See image 17
Barwick Road		Details of temporary traffic management to be agreed.
Barwick Road		Access to works run off Barwick Road which is part of CCN route 66 See image 18
Barwick Road		Only other rail crossing point close by is the Garforth Moor level crossing which is proposed to be closed/removed.
Brady Farm		Main Text - The area of land to be used as a compound should be highlighted on the picture. Should it also mention that it will be returned to its existing condition when works complete. I the title 'Brady Farm Bridge Temporary Compound' is a little misleading for the details it contains, is this to be rebuilt or just demolished. - Clarification required
Brady Farm		Bridge to be demolished, unclear on landscaping proposals please clarify
Brady Farm		Location of compounds appears to be adjacent to development area and therefore PD (as above Manston Lane comment) LB Consent application submitted 23/04389/LI
Garforth Moor		LCC own the allotments to the north of the bridge which are leased out to an allotment association, it is likely that many people access the allotments over the bridge and therefore compensation is required due to the effect of the diverted access.

		The access rights need to be granted across the new road for the benefit of the freeholder of the allotments which is LCC. New access to Garforth Moor allotments and maintenance liability needs addressing.
Garforth Moor		Garforth Moor level crossing carries Public Footpath Garforth No. 7. This is currently subject to a Rail Safety Extinguishment Order under S118A of the Highways Act 1980 but is subject to objections Current S.118A Extinguishment Order has been made with an accompanying Public Path Creation Order, under S26 of the 1980 Act, to provide an alternative public footpath connection. Why doesn't the draft TWAO replicate this ? There isn't a TTRO in force currently for the closure of the crossing.
Garforth Moor		1) Well used cycling / walking route north/south avoiding the narrow Barwick Bridge 2) Currently links the residential estate with the allotments. Closure will add significant walking distance to access from the south which could encourage some less able people to drive.
Garforth Moor		Planning application submitted for the "Retrospective planning application for access track and turning head to service adjacent allotments" 22/03144/FU
Ridge Road		Comment re gas main should this be the same as Austhorpe Road and 'bored tunnel' rather than 'micro-tunnel'
Ridge Road		Reconstruction of the bridge providing a carriageway width 7.07m and 1.8m footway to the east. Stage 1 Road Safety Audit has been undertaken and this is acceptable. Temporary construction compounds with the access off Ridge Road. Traffic Management needs to be agreed.
Ridge Road		Location of compounds appears to be adjacent to development area and therefore PD (as above Manston Lane comment) LB Consent application submitted 23/04390/LI
Phoenix Avenue	NR09 12014 ASheet 11	To note that both Homes England and the Coal Authority have a financial interest in all land disposals within the identified plot and may therefore have a compensable interest in the land with the owner(LCC) under contractual obligations with respect to those relating to land disposal and receipts generated.
Phoenix Avenue		Additional justification for this compound was submitted following discussions on the draft TWAO and on the basis of this information the previous objection has been lifted.
Phoenix Avenue		The area of land to be used as a compound should be highlighted on the picture. needs to be returned to its existing condition when works complete. Is the permanent compound not included in the TWAO?
Phoenix Avenue		Location of compounds appears to be adjacent to development area and therefore PD (as above Manston Lane comment)

Pitt Lane / Lower Peckfield Lane		Flood risk - mitigation needed
Pitt Lane / Lower Peckfield Lane		New access to the proposed Micklefield TSC linking to the roundabout at Pit Lane including kerb line alterations and dropped kerbs across the access road to promote pedestrian access at the roundabout. A stage 1 Road Safety Audit has been undertaken and is acceptable. Highways Side Agreement needs to set out the procedure replacing the S278 process.
Pitt Lane / Lower Peckfield Lane		Important first / last mile link to the Rail Station. Network Rail to clarify
Pitt Lane / Lower Peckfield Lane		1) Confirmation required that Lower Peckfield Lane works will be carried out to adoptable standards (N.b. LCC does not intend to adopt this road) 2) future maintenance liability regarding lower peckfield lane and any PROW diversions needs to be clarified.
Peckfield Level Crossing	NR09 Sheet 12 12014A	To note that both Homes England and the Coal Authority have a financial interest in all land within the identified plot at this location with the owner (LCC) under contractual obligations with respect to those relating to land disposal and receipts generated. Continued share access is required over the roadway portion of the plot to serve development proposals on land to the south of the Phoenix Way turning head
Peckfield Level Crossing		There is a Veteran tree (T44) that the redirected path route (along the north side of the railway) will pass within the canopy spread of which in turn will put pressure on the landowner to carry out works to the deadwood in this tree (or fell the entire tree) to prevent a safety hazard to the nearby path users. Instead, the path route should stay outside the canopy spread of this tree to avoid any such future conflicts. There is likely to be future pressure to introduce lighting to this section of path for safety reasons – which will impact on bats that may roost in the Veteran tree and other trees along this affected section, as there does not appear to have been consideration of indirect impacts from the path creation in this area (have trees been assessed for Bat Roosting Potential and surveys carried out accordingly?). Surveys of all trees along this wooded section (G105 and G106 and T44) for bat roosting prior to agreement of the path alignment going under the canopy spread area should be carried out. See Fig. 8.5.6 and Fig 9.1.9 NR16 Vol 2 to see the path route passing through the canopy spread of many trees (G105 and G106) including the Veteran tree. Solution would be to relocate the sports pitch further north and east and align the new path route so that it is outside of the canopy spread of any of these trees. No arboricultural impact assessment has been done in relation to the alignment of the new path, and whether the route being a bridleway will have a higher impact than a footpath (in height for branch clearance and overall width) – and what kind of path surface is being proposed?
Peckfield Level Crossing		Affects Green space site G1213 Micklefield Miners Welfare Ground as the PROW diversion will run through this site, but footpaths are compatible with designation as green space.

Peckfield Level Crossing		New Public Right of Way north of the railway line linking Great North Road to Pit Lane. Improvements to Pit Lane to allow vehicles to pass and provision of a parking/turning area for residents. The new Public Right of Way must be built to adoptable standard.
Peckfield Level Crossing		The closure of the level crossing that carries Micklefield Bridleway 8 will sever the bridleway as a point closure and neither option 1 or 2 through the recreation ground north of the railway and the use of adopted roads (Pit Lane and Gt North Road) are a suitable replacement. The provision of a footpath through the recreation ground is not a diversion as these are already available and bridleways users won't have a right of access on horse-back or pedal cycle if a footpath is created. Earlier proposals for a diversion west to the A656 Ridge Road to facilitate bridleway access and connectivity, and / or a new footbridge, due to the problem of taking users onto the Gt North Road and underbridge and increased vehicular traffic in Micklefield centre as new housing goes in have been disregarded. Future / likely origin & destination data is required together with safety audits, particular regarding the low railway bridge over the main road.
Peckfield Level Crossing		Issues around commodiousness of solution and s119a highways act. (comments reflected above in Public Rights of Way)
Peckfield Level Crossing		1) Need to understand alternative crossing route if crossing is closed. Walking and cycling route would need to run from Great North Road (Micklefield Station) to join Pit Lane – could footpaths / wayfinding be improved to promote this as viable route. 2) Important access route to house and current shorter walking / cycling route to Phoenix Avenue (as per previously noted)
Peckfield Level Crossing		<ul style="list-style-type: none"> • Ward members advised they do not support closing the level crossing without a bridge. Network rails figures (as per the options assessment) do not consider future housing or commercial development to the south of the railway. The current route is also a traffic free walking route to the villages primary school and almost traffic free to the GPs etc. • Concerns were also raised as to future maintenance costs for new PRoWs and in this case only being created to suit Network Rail and not the Micklefield community.
Highroyds Wood		NR have submitted a diversion order application under the Highways Act 1980 which is a cross border application, between Leeds and North Yorkshire, and this has not been determined yet.

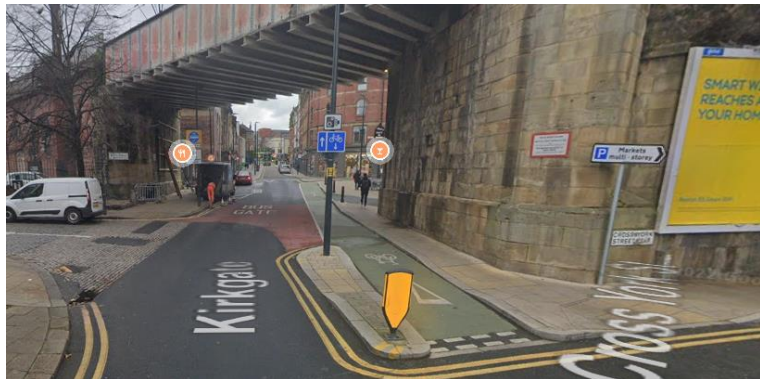
Images

IMAGE 01



Conservation
Team, Marsh
Lane

IMAGE 02



Transport
Policy Team,
Kirkgate

IMAGE 03



Transport
Policy Team,
Penny Pocket
Park



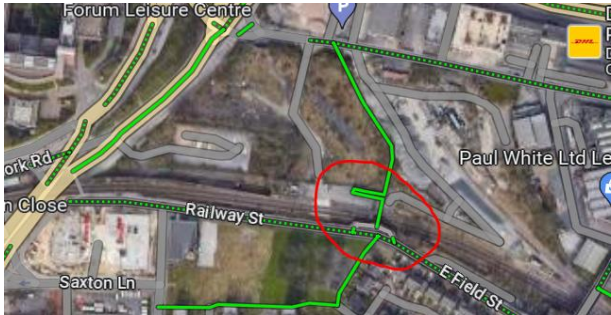

<p>IMAGE 04</p>		<p>Transport Policy Team, Marsh Lane Viaduct</p>
<p>IMAGE 05</p>	 <p>An aerial map of the Marsh Lane Viaduct area. The map shows several roads: Forum Leisure Centre at the top, Saxton Ln on the left, Railway St running horizontally, and E Field St on the right. A red circle highlights a specific junction or area on the viaduct. Green lines and dashed green lines trace paths across the map, likely indicating proposed or existing infrastructure.</p>	<p>Transport Policy Team, Marsh Lane Viaduct</p>
<p>IMAGE 06</p>	 <p>An aerial photograph showing the physical structure of the Marsh Lane Viaduct. The viaduct is a long, elevated concrete structure with multiple tracks. Below it, the ground level shows Railway St and E Field St. The surrounding area includes some greenery and buildings.</p>	<p>Transport Policy Team, Marsh Lane Viaduct</p>

IMAGE 07



Transport Policy Team,
Marsh Lane Viaduct

IMAGE 08



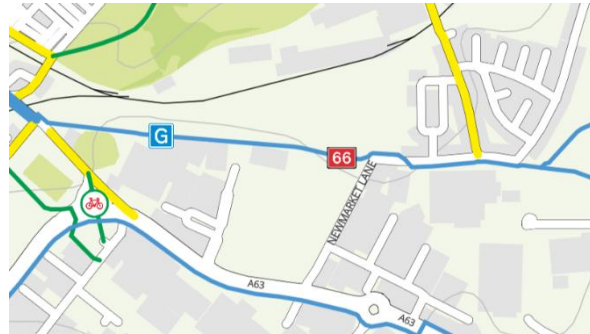
Transport Policy Team,
Marsh Lane Viaduct

IMAGE 09



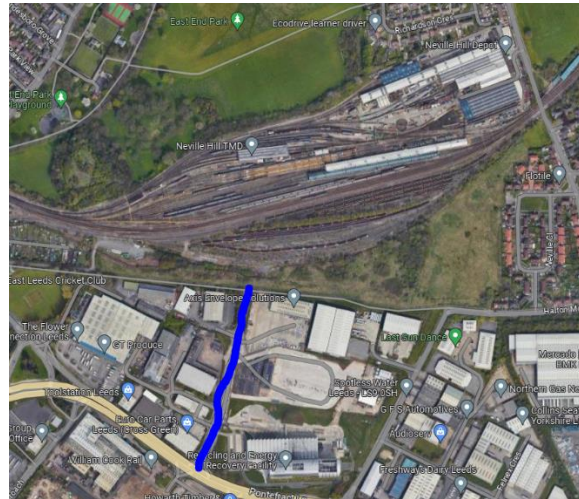
Transport Policy Team,
New Market Approach

IMAGE 10



Transport Policy Team, New Market Approach

IMAGE 11



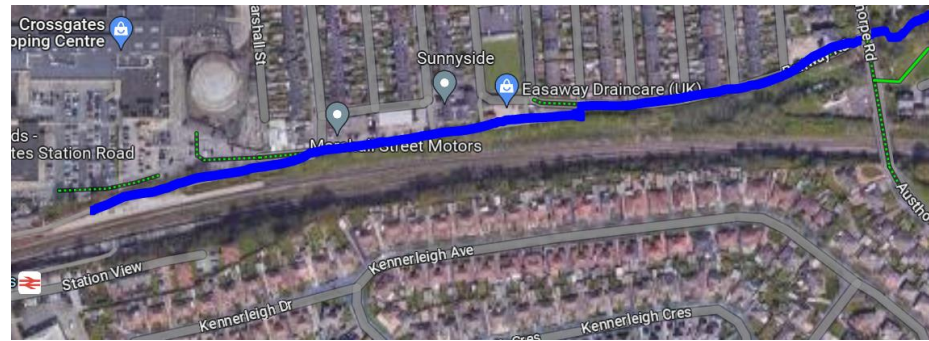
Transport Policy Team, New Market Approach

IMAGE 12



Transport Policy Team, Osmondthorpe

**IMAGE
13**



Transport
Policy Team,
Austhorpe

**IMAGE
14**



Transport
Policy Team,
Austhorpe

**IMAGE
15**



Transport
Policy Team,
Austhorpe

**IMAGE
16**



Transport
Policy Team,
Crawshaw
Woods

**IMAGE
17**



Transport
Policy Team,
Barrowby Lane

IMAGE
18



Transport
Policy Team,
Barwick Road