



PLANS PANEL (CITY CENTRE)

**Meeting to be held in Civic Hall, Leeds on
Thursday, 2nd August, 2012
at 1.30 pm**

MEMBERSHIP

Councillors

N Taggart (Chair) M Hamilton
S Hamilton
J McKenna
E Nash
P Gruen
M Ingham
N Walshaw

G Latty
R Procter

D Blackburn

A G E N D A

Item No	Ward	Item Not Open	Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded)</p> <p>(*In accordance with Procedure Rule 25, written notice of an appeal must be received by the Head of Governance Services at least 24 hours before the meeting)</p>
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>

Item No	Ward	Item Not Open		Page No
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration</p> <p>(The special circumstances shall be specified in the minutes)</p>	
4			<p>DECLARATION OF DISCLOSABLE PECUNIARY AND OTHER INTERESTS</p> <p>To disclose or draw attention to any disclosable pecuniary interests for the purposes of Section 31 of the Localism Act 2011 and paragraphs 13-18 of the Members' Code of Conduct. Also to declare any other significant interests which the Member wishes to declare in the public interest, in accordance with paragraphs 19-20 of the Members' Code of Conduct.</p>	
5			<p>APOLOGIES FOR ABSENCE</p>	
6			<p>MINUTES OF THE PREVIOUS MEETING</p> <p>To confirm, as a correct record, the minutes of the meeting held on 5th July 2012.</p>	3 - 12
7	City and Hunslet;		<p>APPLICATIONS 12/00662/FU & 12/00663/LI - THE ALGERNON FIRTH BUILDING, THORESBY PLACE, LEEDS LS1 3EX</p> <p>To consider the report of the Chief Planning Officer on two applications for the change of use and alterations to former a medical institute to form student accommodation comprising 17 cluster flats and 26 studio flats (total 110 bed spaces), with associated gym, cycle store, laundry, reception, plant room, bin store and detached sub station; alterations to car parking, access and landscaping at the Algernon Firth Building, Thoresby Place, Leeds LS1</p> <p>(Report attached)</p>	13 - 28

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8	City and Hunslet;		<p>THE APPLICATION FOR AN ORDER UNDER THE TRANSPORT AND WORKS ACT 1992 FOR THE LEEDS SOUTHERN STATION ENTRANCE</p> <p>To consider the report of the Chief Planning Officer providing information on the application for an Order under the Transport and Works Act 1992 for the Leeds Southern Station entrance</p> <p>(Report attached)</p>	29 - 52
9			<p>DATE AND TIME OF NEXT MEETING</p> <p>To note that the date and time of next meeting is Thursday 30th August 2012 at 1.30pm in the Civic Hall, Leeds.</p>	

To:
Plans Panel City Centre Members
and appropriate Ward Members

Chief Executive's Department
Governance Services
4th Floor West
Civic Hall
Leeds LS1 1UR

Contact: Helen Gray
Tel: 0113 247 4355
Fax: 0113 395 1599
helen.gray@leeds.gov.uk
Your reference:
Our reference: ccpp/sitevisit/
25th July 2012

Dear Councillor

PLANS PANEL CITY CENTRE – THURSDAY 2nd AUGUST 2012 AT 1.30 pm

Prior to the meeting on Thursday 2ND August 2012 there will be site visits in respect of the following:

10:00 am until 11:00 am	Applications 12/00662/FU & 12/00663/LI – change of use of former medical institute to create student accommodation at the Algernon Firth Building, Thoresby Place, Leeds LS1
11:00 am until 12:00 noon	To view the progress so far at the Leeds Arena site

Panel Members are requested to meet in the Civic Hall ante-chamber for 9.50am, in readiness for the walk to the Algernon Firth Building for 10:00 am. Please could you let Daljit Singh know (24 78010) if you will be attending the site visits.

The formal Panel meeting will commence at 1.30 pm as usual

Yours sincerely

Helen Gray
Governance Services

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Plans Panel (City Centre)

Thursday, 5th July, 2012

PRESENT: Councillor N Taggart in the Chair

Councillors S Hamilton, J McKenna,
E Nash, M Hamilton, P Gruen, M Ingham,
N Walshaw, D Blackburn, R Procter and
R Wood

9 Chair's Opening Remarks

The Chair welcomed those in attendance to the July meeting of Plans Panel (City Centre).

He particularly welcomed Councillor R Wood who was attending as a substitute for Councillor G Latty.

At the request of the Chair, Mr P Crabtree, Chief Planning Officer commented on the importance of the issues to be discussed at today's meeting and was delighted to witness the growing success of commercial ventures in the city.

10 Late Items

There were no formal late items of business to consider, however the Chair agreed to accept the following as supplementary information:-

- Minutes of the Previous Meeting – 21st June 2012 (Agenda Item 6) (Minute 13 refers)

The document was not available at the time of the agenda despatch, but subsequently made available to the public on the Council's website.

11 Declaration of Disclosable Pecuniary and Other Interests

The following disclosable pecuniary interest was declared at the meeting:-

- Councillor E Nash in her capacity as receiving a small income from the Co-op and of the fact that there was a small Co-op shop directly located opposite the development which maybe affected by the proposals at Agenda Item 9 (Minute 16 refers)

12 Apologies for Absence

An apology for absence was received on behalf Councillor G Latty.

13 Minutes of the Previous meeting

RESOLVED – That the minutes of the meeting held on 21st June 2012 be confirmed as a correct record.

14 PREAPP/12/00625 - Proposal for New Greenspace at Sovereign Street, Leeds

The report of the Chief Planning Officer introduced a pre-application presentation in relation to a proposed development of a new greenspace at Sovereign Street, Leeds.

The following representatives attended and addressed the meeting:-

- Christine Addison, City Development (Applicant)
- Guy Denton, re-form

Members were shown detailed plans and photographs of the scheme.

The presentation highlighted the following key areas:-

- Sovereign Street – An opportunity
- Audit of greenspace in the City Centre
- South Bank – Urban Design Principles
- Sovereign Street – Development Site Framework
- Synopsis
- Sovereign Street with reference to the Public Realm; key gateways; key connections (east/west); scale; design development around green space, north/south/link and key connections
- Sovereign Street – Introducing water, soft areas to be protected, planting and rain gardens
- Sovereign Street – Design Version 1 (informal) and Design Version 2 (formal)
- Sovereign Square – River Aire

The Chair then invited questions and comments from Members on the specific proposals of the pre-application.

In summary, specific reference was made to the following issues and the applicant team duly responded:-

- Clarification as to why water fountains had been omitted from the proposals *(The applicant confirmed that the concept of water would be explored, including water jets)*
- The need for the applicant to look at introducing a water feature that worked *(The applicant confirmed that they would look at a fairly simple quality water feature within the scheme which would be reliable and would be sustainable within the budget)*
- The importance of employing people with the relevant qualifications to maintain water features within the city
- Clarification if discussions had been undertaken with Parks and Countryside with regards to the park and whether those staff who achieved gold status at the Chelsea Flower show had been consulted on the proposals *(The applicant confirmed that discussions had taken place with Parks and Countryside and that officers with the relevant Chelsea experience were on the Project Board)*

- The view expressed that Park Square was an excellent and desirable area for public seating, but that in some thoroughfare areas i.e. Trevelyn Square there was no public seating and of the fact that Leeds should be adopting a 'café culture' in all future city planning applications
(The applicant stated that the use of more kiosks in thoroughfare areas was not ruled out and that they would also allow a range of other uses in such public areas)
- The view expressed that there should be enough greenspace for people to enjoy and that sustainability was the key
- Clarification if wind modelling had been undertaken for recreational spaces
(The applicant stated that wind modelling was more applicable around buildings, but tree planting would help to mitigate any potential adverse impact)
- The need for more greenspace to be evident with less hard standing connectivity and servicing requirements
- The possibility of opening up the route of the goit
- Clarification of how deep the goit would be on a rainy day
- Clarification if the goit was a cut off the River Aire and for this element to be addressed when the application comes back for determination
- A desire for the scheme to be a new greenspace and not a concrete space
- Clarification if Leeds City Council would be taking on the management of the greenspace and the need for a clear accountability procedure to be in place
(The applicant confirmed that Leeds City Council would be responsible for the management of the greenspace and would put in appropriate measures to manage the process effectively)
- Clarification of the timing of the proposals in relation to plot C and that this should be kept as a greenspace and the paths connecting to plot C should not be put in until it was developed
- Clarification of what consultations had been undertaken to date and the need for more people and business users to be provided with a place of tranquility in the city
(The applicant confirmed that consultation was undertaken in relation to a planning brief for the site which was adopted last summer and that all the respondents to this would be replied to as part of the comprehensive consultation programme)
- The need for more work to be undertaken to address the deficiency of greenspace provision in the city centre, particularly in view of the growing residential population
- Clarification of the landscaping design and the need to compliment the structure of the scheme with appropriate planting i.e. pleached trees etc

At this point in the proceedings, the Chair invited a general debate from Members on those matters requiring specific consideration.

In summary, specific reference was made to the following issues:-

- The need to re-examine the goit that comes off the River Aire as opposed to an artificial route

- The need to look at architectural planting to mirror the image of the city and not to plant 'lollipop' trees
- The need to encourage more of a café culture in Leeds and to think more like a European culture
- The need to explore the extent of all service routes in order to reduce the impact on the greenspace
- The need for Elected Members to be kept informed throughout the process
- The need to acknowledge that greenspace in relation to surrounding areas was a very important issue
- The need to ensure that there was a proper functioning relationship in place around future equipment maintenance for those bringing forward the formal planning application
- The need for the scheme to be more strategic and to address the future challenges
- The need to plant the appropriate species of tree i.e. hornbeam etc, but not yew trees
- The need to compliment the plans for building plot A and to engage into a dialogue with the people who had been responsible for the design of plot A

RESOLVED –

- a) That the report and pre-application presentation be noted.
- b) That in view of this being an emerging proposal, this Panel confirms' their support for the broad concept for the greenspace and proposals for enhanced connections.

15 PREAPP/12/00581 - Proposal for office development at Sovereign Street, Leeds

The report of the Chief Planning Officer introduced a pre-application presentation in relation to the proposed development of a new office building at Sovereign Street, Leeds.

The following representative attended and addressed the meeting:-

Darren Comber, Scott Brownrigg (Architect)

Members were shown detailed plans and photographs of the scheme.

The presentation highlighted the following key areas:-

- Work in progress
- Site history
- Future development
- Masterplan concept
- Concept – Constraints
- Development Potential
- Urban Context
- Massing
- Floor Layouts
- Sections

- Sovereign Square entrance
- Animated Façade
- From Sovereign Square
- Facade Study
- View from Neville Street Junction

The Chair then invited questions and comments from Members on the specific proposals of the pre-application.

In summary, specific reference was made to the following issues and the applicant duly responded:-

- Clarification as to why the building was limited to only four storeys
(The architect confirmed that KMPG (the intended occupants) were in agreement with a four storey building and the design suited it's purpose. Also the scale was still considered suitable for its context)
- Clarification whether the building proposal would be linked to the delivery of the proposed bridge over the River Aire
(The architect welcomed the increased connectivity that would be delivered by the proposed bridge, but it did not form part of the remit of this development)
- Clarification of the delivery process for the bridge
(The Chief Planning Officer responded that realising the aspirations for a bridge in this location was dependent upon utilising 3rd party land and putting in place the required funding)
- The need to introduce a water feature, either internally or externally that would tie up with the greenspace proposals
(The architect agreed to consider this issue further)
- Clarification of how many people would be employed in the building; details of the restaurant facilities available and the need for reassurances to be given that the restaurant use would not compete with aspirations for a vibrant square
(The architect informed the meeting that 700 people would occupy the building and that the restaurant was necessary to cater for the needs of a 24/7 office function, but it would be an ancillary element to the office use and would not compete with the future use of the greenspace)
- The need to consider solar panels and for more information to be supplied in this regard
(The architect commented that solar panels would not provide sufficient energy for the building and as an alternative he preferred high performance glazing. He agreed to have further discussions on this issue)
- Clarification if Scott Brownrigg would be the architects on the other two sites
(The architect welcomed the opportunity to be involved, subject to the Council protocols)
- Clarification if the applicant had taken greentravel plans into consideration
(The architect confirmed that plans were in place)
- Concern that there was no mention of the collection of rain/grey water within the outline proposals

(The architect welcomed this suggestion. Sustainable design was a key consideration for the proposals. If rainwater recycling was beneficial and not energy hungry then it can be considered)

- The need for the plant on the top of the building to be obscured as much as possible
(The architect confirmed that the design team would seek to minimise its visual impact)

In concluding discussions, the Chair put forward the following specific matters for Members consideration:-

- was the general form of the building acceptable?
- does the building address Sovereign Street and the new greenspace successfully?
- was the rooftop plant resolved successfully within the roof-form of the building?

It was the consensus of the meeting that the above matters were acceptable, subject to screening and reducing the visual impact of the rooftop plant as much as possible.

The Panel were keen for the applicant to work very closely with the Greenspace officers on the details of the scheme and to see sight of the proposals for building plots B and C as soon as possible.

The Panel also stated that should there be any delays with regards to the proposals for building plots B and C, the applicant should take into account a requirement for the land to be grassed over in the meantime.

RESOLVED – That the report and pre-application presentation be noted.

(Councillor S Hamilton left the meeting at 3.30pm at the conclusion of this item)

16 PREAPP/12/00465 - Office and hotel scheme up to 11 storeys high with ancillary ground floor 'active' uses at Wellington Street, Leeds

The report of the Chief Planning Officer introduced a pre-application presentation in relation to a new major mixed use scheme proposed on the vacant former Lumiere development site between Wellington Street and Whitehall Road, Leeds.

The following representatives attended and addressed the meeting:-

- Mike Gardener, Central Square Development Team
- Tim Mc Donald, Central Square Development Team
- Gary Kempston, Central Square Development Team
- Matthew Sheppard, Central Square Development Team

Members were shown detailed plans and photographs of the scheme.

The presentation highlighted the following key areas:-

- Location
- Listed Properties
- Site heritage
- Prime Office quarter
- Existing Uses – upper floors
- Vehicle movements/Pedestrian routes
- Properties to the north
- Wellington Street/Whitehall Road access
- Predominant features
- The Design Concept
- Form finding exercises
- Massing Development
- Massing View: Along Whitehall Street
- Site Section
- Plan layouts – vehicle paths/arrival strategy
- Public Realm themes/study
- Design Quality
- Technical Aspects

The Chair then invited questions and comments from Members on the specific proposals of the pre-application.

In summary, specific reference was made to the following issues and the applicant team duly responded:-

- Clarification of the current temporary bus stops to the frontage on Wellington Street
(The applicant confirmed that bus drop off stops were currently being addressed by highways)
- Clarification of the materials to be used in relation to the public entrance through the building to the proposed public space and concerns expressed about the security issues when accessing the public space at night time
(The applicant agreed to look into this)
- Concerns about the visual impact of the wall around the base of the building and clarification of its purpose
(The applicant confirmed that the wall would act as screening in relation to the delivery of goods services. He agreed to consider this issue further)
- Clarification about which of the two buildings would be erected first and the timescales involved
(The applicant confirmed that the proposals were speculative and the intention was to submit details in full for the southern building and outline for the northern building at this present time)
- Clarification will be needed of the restrictions/conditions relating to operation of the bandstand in the public space to avoid creating a nuisance for adjacent occupiers

At this point in the proceedings, the Chair invited a general debate from Members on those matters requiring specific consideration.

In summary, specific reference was made to the following issues:-

- The need to address daylight modelling to the proposed square; to retrieve the bus stops and laybys that were lost following the works related to the Lumiere scheme and the importance of incorporating appropriate clauses in the Section 106 to optimise opportunities for jobs and employment training for local people arising from the development

In concluding discussions, the Chair put forward the following specific matters for Members consideration:-

- were the footprints and layout of the buildings acceptable?
- were the scale and massing of the buildings acceptable?
- were the proposed materials and elevational treatments acceptable?
- were the measures employed to protect the amenity of surrounding residents e.g. distances between building facades; angles between building facades; relative heights, sufficient?
- was the provision of the additional open space area supported in this form with the new access points on to Whitehall Road and Wellington Street?

It was the consensus of the meeting that the layout, scale and massing were generally acceptable and that the provision of the open space was supported. However the Panel requested more detail on the proposed materials and elevational treatments and on the measures proposed to protect the amenity of surrounding residents.

RESOLVED – That the report and pre-application presentation be noted.

(Councillor E Nash having previously declared a disclosable pecuniary interest in this item, left the room and took no part in the voting or discussion thereon)

(Councillor M Hamilton left the meeting at 4.05pm at the conclusion of this item)

(Councillor R Procter left the meeting at 4.05pm at the conclusion of this item)

17 PREAPP - New Dock (formerly Clarence Dock), South Bank, Leeds

The report of the Chief Planning Officer introduced a pre-application presentation in relation to proposals for New Dock (formerly Clarence Dock), South Bank, Leeds.

The following representatives attended and addressed the meeting:-

- Michael Ingall, Allied London (Applicant)
- Jonathan Raine, Allied London
- Lucy Whalley, Allied London

Members were shown detailed plans and photographs of the scheme.

The presentation highlighted the following key areas:-

Draft minutes to be approved at the meeting
to be held on Thursday, 2nd August, 2012

- Map shown of the site
- Key words – Clarence Dock
- Case Study: Spinningfields
- Clarence Dock – Location
- Project Objectives
- History
- The Vision – Leeds Southbank/Future
- New Dock – Key areas/Masterplan
- Importance of Public Realm
- Shopping and Café Street proposals
- Restaurant Boardwalk
- Workspace hub
- Water Village
- Events and Management
- Waterfront Festival
- Proposed Programme
- Summary

The Chair then invited questions and comments from Members on the specific proposals of the pre-application.

In summary, specific reference was made to the following issues and the applicant team duly responded:-

- The need to entice people living in Outer Leeds areas and Harrogate to go to the New Dock; the parking problems at the New Dock and whether or not the city had the capacity to take on board more culture and more restaurants
(The applicant stated that Clarence Dock was part of the cities heritage and that there was a need to offer people more facilities in this area. Discussions were continuing with British Waterways with regard to car parking charges)
- The concerns expressed about the relationship with the Royal Armouries and a need for the applicant to work closely with them in the future
(The applicant confirmed that a meeting had taken place with representatives from the Royal Armouries and it was hoped that a successful working relationship would be formed arising from the proposals)
- Clarification if there was a proposed link with the proposals for enhanced flood defences in the area
(The Chief Planning Officer responded and confirmed that this issue would be addressed as the application goes forward)
- Clarification of what decisions were required on this pre-application at today's Plans Panel meeting
(The applicant stated that he sought the support of the meeting for the master plan and that various elements of the scheme would require planning approval. He confirmed the willingness to work with planning officers and was delighted to have a large number of stakeholders on board, including British Waterways who had been very supportive to date)

- The need to congratulate the applicant on the initial concept and for the Panel to acknowledge that the proposals would benefit the city, particularly around the area of Clarence Dock

In concluding discussions, the Chair put forward the following specific matters for Members consideration:-

- was the general approach right for the area?
- does the proposal complement the City's vision for the waterfront, South Bank and the City Centre Park ?

It was the consensus of the meeting that the above matters were acceptable.

The Panel also requested the Chief Planning Officer to look into the implementation of a waterbus/taxi business plan from the railway station to the Royal Armouries. It was also suggested that the Panel would benefit by visiting Manchester Spinningfields prior to Members viewing the Clarence Dock site.

RESOLVED –

- a) That the report and pre-application presentation be noted.
- b) That the Chief Planning Officer be requested to arrange a Panel visit to Manchester Spinningfields prior to Members viewing the Clarence Dock site.
- c) That the Chief Planning Officer be requested to look into the implementation of a waterbus/taxi business plan from the railway station to the Royal Armouries.

(Councillor R Procter re-joined the meeting at 4.40pm during discussions of this item)

(Councillors P Gruen and E Nash left the meeting at 4.45pm during discussions of this item)

18 Date and time of next meeting

Thursday 2nd August 2012 at 1.30pm in the Civic Hall, Leeds.

(The meeting concluded at 5.30pm)



Originator: Andrew Windress

Tel: 3951247

Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 2nd August 2012

Subject: APPLICATIONS 12/00662/FU AND 12/00663/LI – FULL PLANNING AND LISTED BUILDING APPLICATIONS FOR THE CHANGE OF USE AND ALTERATIONS TO FORMER MEDICAL INSTITUTE TO FORM STUDENT ACCOMMODATION COMPRISING 17 CLUSTER FLATS AND 26 STUDIO FLATS (TOTAL 110 BED SPACES), WITH ASSOCIATED GYM ,CYCLE STORE, LAUNDRY, RECEPTION, PLANT ROOM, BIN STORE AND DETACHED SUB STATION; ALTERATIONS TO CAR PARKING, ACCESS AND LANDSCAPING AT THE ALGERNON FIRTH BUILDING, THORESBY PLACE, LEEDS, LS1 3EX.

APPLICANT	DATE VALID	TARGET DATE
Rushbond Group (Electric Support Ltd) of Leeds	27/2/12	12/00662/FU – 28/5/12 12/00663/LI - 23/4/12

<p>Electoral Wards Affected:</p> <p>City and Hunslet</p> <p><input type="checkbox"/> No Ward Members consulted (referred to in report)</p>	<p>Specific Implications For:</p> <p>Equality and Diversity <input type="checkbox"/></p> <p>Community Cohesion <input type="checkbox"/></p> <p>Narrowing the Gap <input type="checkbox"/></p>
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RECOMMENDATION: DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified in Appendix 1 (and any others which he might consider appropriate)

1.0 INTRODUCTION:

1.1 A large student residential scheme is proposed in this attractive listed building. The building previously provided accommodation for the University's Institute of Pathology. As this is a major scheme affecting an important listed building, the scheme is presented to Members for determination.

2.0 PROPOSAL:

- 2.1 A change of use from D1 university accommodation to C3 student residential is proposed. In total there are 17 cluster flats (3 four bed, 12 five bed and 2 six bed) and 26 studio flats. There is no car parking provided but there is cycle parking in the basement for at least 40 cycles. The basement also accommodates a laundry and gym. There is a small area of amenity space provided to the south of the building.
- 2.2 There is a significant amount of ducting, escape staircases and other non-sensitive additions that have been made both internally and externally during the time the building has been providing university accommodation that will be removed. The refurbishment introduces a number of new subdivisions into the lower levels to create the bed spaces and communal living accommodation.
- 2.3 The third floor is primarily a large open plan space of double/triple height. It is proposed to subdivide this space largely along the lines of the existing concrete support columns and introduce a mezzanine floor into each of the new flats that will provide the students with duplex studio accommodation. The entrance onto the third floor will be kept open to maintain a clear reference to the lofty nature of this space. At the northern and southern ends of the third floor the space is typical single storey, in these areas single level studio flats are provided.
- 2.4 There are two slim windows on the northern and southern elevations of the third floor that are widened to provide an improved amenity into the flats they serve. Three of the basement windows to the south of the entrance are to be converted to doorways in the same openings. One doorway in the northern elevation is changed to a window and one window change to a door. The existing windows are said to be beyond repair and provide a poor thermal performance and are therefore proposed to be replaced with new windows of matching profiles but with slim double glazing. A plant room mezzanine area to the rear will be removed. The roof has suffered from water ingress and therefore will be repaired with further waterproofing where necessary. To prevent further water ingress to the window cills within the roof space, the cills will be increased in depth to permit improved waterproofing.
- 2.5 Internally, in addition to the subdivision and general refurbishment/improvement, suspended ceilings are introduced to the lower levels with the bulkhead set back 600mm from the windows.
- 2.6 An area to the south of the building will provide some amenity space with primarily hard landscaping and a small area of grass and tree planting. The existing lightwell to the south of the building is extended in depth to provide improved amenity to the basement flats facing this way. Trees are also introduced along the pathway to the front and in a small area to the north of the building. The surface to the deep lightwells at the front of the building will be raised following the insertion of timber decking. These lightwells will also be cleaned and climbing plants introduced to the walls to soften the impact when looking out from the basement accommodation.
- 2.7 There is no car parking to the scheme but to allow two-way vehicle movement on St George's Road to the front of the building, the existing chevron parking is turned to tandem parking and the number of spaces available reduced from 21 to 12. This parking is for NHS staff only. Paving to the front will be relaid, new paving introduced around the entrance and new lighting columns will be added to St George's Road.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application relates to the Algernon Firth Building, the former Institute of Pathology. The building was designed by John C Proctor and first opened in 1933 and is said to be an early example of the use of reinforced concrete. The building is grade II listed but is located just outside the Conservation Area, the boundary of which runs along St George's Road to the front of the building. The building is located within the Hospital Quarter designation in the UDP.
- 3.2 The four storey building is built in red brick and has many Art Deco characteristics with geometric patterns and chevron motifs throughout.
- 3.3 The building is located to the west of the Leeds General Infirmary (LGI), north of St George's Church and Crypt and to the east of a 13 storey residential building.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 None.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Pre-application discussions commenced in March 2011 and planning and conservations officers have made a number of visits to the site in order to fully understand the constraints and negotiate the scheme presented to Members.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 Both applications were advertised in the Leeds Weekly News on 1/3/12 and site notices were erected 9/3/12.
- 6.2 A letter has been received on behalf of the Leeds Teaching Hospitals NHS Trust. The letter highlights the access requirements of the LGI and states the proposals do not accord with those agreed at pre-application stage between the applicant and the Trust. *Response: Further comment is being sought with regard to the applicant's negotiations with the Trust. It is envisaged a servicing management strategy will be sought by condition to address this issue.*
- 6.3 A resident of the St George's building, the 13 storey residential building to the west has objected to the listed building application. The reasons for the objections are as follows:
- Changing the building to student residential use would make it difficult to return it to any other use in the future. Private residential or office occupiers would maintain the building better and restore the original features. *Response: The change of use is sympathetic to the historic fabric and would permit future alternative uses.*
 - The objector's flat is less than 15m from the proposed flats and therefore will suffer from overlooking. *Response: There are no new windows in this elevation. Whereas some of the rooms may be occupied for longer periods than under the previous use, the proposed relationship is considered acceptable. A full appraisal of this issue is provided at 10.16 below.*
 - The gap between the existing residential building and the Algernon Firth amplifies sound therefore the noise from the proposed gym and kitchen vents will impact on residents and these should be moved. *Response: A full appraisal is provided and 10.17 below.*

- There are limited emergency egress possibilities therefore the building would benefit from lower occupancy rates. *Response: Levels of emergency egress will be required to meet the relevant Building Regulations.*

7.0 CONSULTATIONS RESPONSES:

7.1 Statutory:

7.2 English Heritage: No objection.

7.3 Twentieth Century Society: The society welcomes the removal of external plant and escape stairs but objects to the new window openings proposed at third floor level by the original scheme. *Response: These windows are no longer proposed.*

7.4 Ancient Monuments Society: The society object to the new windows proposed at third floor level by the original scheme. *Response: These windows are no longer proposed.*

7.5 Non-statutory:

7.6 Highways: Clarification of the servicing strategy is required. *Response: Full details will be provided verbally at Panel.*

7.7 Access: No objection.

7.8 Flood Risk Management: No objection.

7.9 Environmental Health (Air Quality): No objection.

7.10 Land Contamination: No desk study is required, standard conditions requested.

7.11 Environmental Health: No objection subject to conditions relating to sound insulation, bin storage/collection and construction hours.

7.12 Architectural Liaison Officer: The scheme should ensure it meets Secured by Design principles.

8.0 PLANNING POLICIES:

8.1 Leeds Unitary Development Plan Review 2006 (UDPR) Designation: The site is located within the UDPR designated City Centre and Hospital Quarter and adjacent to the Central Area Conservation Area.

8.2 The most relevant policies in the UDPR are:

GP5: Proposals should resolve detailed planning considerations.

BD6: Extensions and alterations should respect scale, form, detailing.

T2: Development proposals should not create new, or exacerbate existing, highway problems.

T5: Satisfactory provision for pedestrians and cyclists.

T7A: Secure cycle parking.

H4: Residential developments on non-UDPR allocated sites.

A4: Development and refurbishment proposals should be designed to secure a safe and secure environment, including proper consideration of access arrangements.

SA8: Promotes 'access for all'.

SA9, SP8: Promote development of City Centre role and status.
N15, N17: Seek to preserve the character and setting of listed buildings.
N19: Development within or adjoining Conservation Areas should preserve/enhance the character and appearance of the Conservation Area.
N26: Where necessary, illustrative landscaping details should be provided.
CC27: Principle Use quarters within the City Centre.
LD1, N23, N25: Landscaping, open space and boundary treatments.

8.3 Supplementary Planning Documents:
Building for Tomorrow Today – Sustainable Design and Construction (2011).

8.4 National Planning Guidance:
The National Planning Policy Framework (NPPF) came into force on 27th March 2012. The NPPF states that unless material considerations indicate otherwise development proposals which accord with the Development Plan should be approved. The framework, which includes guidance regarding building a strong, competitive economy, ensuring the vitality of town centres, promoting sustainable transport, and conserving the historic environment, is a material consideration.

9.0 MAIN ISSUES

- Principle of student residential use.
- Impact on the character of listed building and adjacent Conservation Area.
- Amenity.
- Highways.
- Applicant's commitment to local employment initiatives.

10.0 APPRAISAL

10.1 Principle of student residential use

10.2 The building formerly provided university accommodation and is located within the UDPR designated Hospital Quarter. Policy CC27 seeks to ensure that the designated uses remain dominant in the relevant quarters. The previous building use did not strictly provide for medical facilities and the building is not part of the hospitals portfolio therefore the conversion to student residential use does not prejudice the medical provision in the area. The site is centrally located close to the universities therefore student accommodation is considered to be an appropriate use. A condition will ensure the development is only occupied by full time students to ensure the Council does not miss out on any affordable housing provision that would have been sought with an open market housing scheme.

10.3 Impact on the character of the listed building and adjacent Conservation Area.

10.4 The proposed conversion has been subject to detailed negotiations to ensure the impact on the historic fabric of the listed building is protected. There are very few external alterations and those internal alterations fully respect the key features of the existing building.

10.5 The removal of the plethora of ducting, escape stairs and other equipment will significantly enhance the appearance of the building. Most of the windows are original but it is agreed many have suffered from neglect and do not provide the necessary thermal performance required for a residential building therefore a full survey will be required by condition to examine which windows can be retained and which need to be replaced. Full details of the replacement windows will be required

by condition to ensure they match the existing. Such works will preserve the character of the building and ensure its long term use and success as a residential scheme.

- 10.6 The works to amend openings such as those to create doors in window openings and vice versa are limited to non-sensitive areas of the building and conditions will ensure the works are carried out in a manner in keeping with the existing.
- 10.7 The external works include new hard and soft landscaping that will significantly enhance the site. New paving is added to the front of the building, new lighting introduced and planting will take place either side of the building. The raised decking and planting in the lightwells will lift these dark and litter filled areas but without significantly affecting the setting of the building. The removal of the single storey plant enclosure at the rear will also enhance the appearance of the building by reflecting its original composition.
- 10.8 The main external works relate to the southern lightwell. This will be increased in depth with seating and planting added to enhance the amenity and outlook of those in the basement flats. The lightwell coping and railing on top are important features therefore these will be reused in the widened lightwell to retain the relationship to the building.
- 10.9 Key features in the entrance area and the stair core are retained and refurbished. The subdivision within lower levels is considered acceptable as the existing layout to these areas is not an important characteristic and there are no important features due to the extensive remodelling carried out over the years. The subdivision work is such that it avoids abutting windows and the suspended ceilings are set back from windows.
- 10.10 The museum space on the third floor is an impressive and important feature of the building both internally and externally and the proposals respect this. Externally there are no alterations to the space with the exception of minor changes to the height of the some of the window cills. Internally the lofty nature of the space is retained in a communal entrance area adjacent to the lift so all occupants and visitors can fully appreciate the spacious character of the room and the stepped high level windows. The space is then subdivided into studio apartments with the partitions respecting the angular concrete columns. Within the studios, the bed areas are provided at the third floor level (where there are no windows) and a mezzanine deck is introduced above to provide an interesting study space within the stepped windows. This carefully thought out arrangement allows the key features to be respected and the character of the space to be retained in both the communal area and within the private study spaces.
- 10.11 Amenity
- 10.12 All flats in the ground floor and above are of an appropriate size and provide sufficient daylight and outlook to future occupiers. All flats provide a bed space and study area.
- 10.13 The basement accommodation to the north is largely above ground level and due to the extent of the windows above ground level and improvements to the lightwell these are considered acceptable.
- 10.14 The amenity to the basement accommodation to the south of the building has been increased to an acceptable level by the widening of the lightwell. Those rooms

toward the south also benefit from levels of light penetration greater than those rooms in the northern part of the building as there is a more open aspect around the building to this side.

- 10.15 Communal space is provided for all flats plus there is a gym and external amenity space.
- 10.16 The distance to the existing residential accommodation to the rear is less than the 15m normally sought in the city centre. The distances to the adjacent building is between 5.5-13m. However, this building is set at an angle to the windows in the Algernon Firth therefore direct overlooking does not occur and there is not a significant loss of amenity. Most of the windows in the side elevation of the residential building serve corridors with balconies and bedroom or living room windows being at angles to those in the Algernon Firth. It is considered there would not be a significant loss of privacy to the occupiers of the residential building and any minor impact is outweighed by the benefits of refurbishing this important listed building.
- 10.17 A noise assessment has identified background noise levels from the inner ring road, general traffic noise and noise associated with the LGI. New and/or secondary glazing will ensure appropriate noise attenuation is provided for future residents. The accommodation will be mechanically ventilated therefore residents will not necessarily need to open windows. The letter of objection is concerned with the level of noise created by the ventilation to the gym and kitchens. At present there is a significant amount of plant on the rear elevation that is to be removed therefore with the addition of a sound insulation condition to ensure new ventilation meets current standards, it is considered there would be a reduction in the level of noise from plant machinery at the rear of the building. The sound insulation condition will also seek to protect the amenity of neighbouring residents from any noise created from within the apartments. A concierge point provided at the main entrance will allow any issues regarding noise created by the future occupiers to be raised and addressed.
- 10.18 Highways
- 10.19 Due to the central location of the site and it's proximity to the University, car parking is not considered necessary. Parking is available on street within close proximity of the site and there are a number of car parks within a short walk including overnight car parking at the Merrion Centre, Rose Bowl and St John's Centre.
- 10.20 The servicing arrangements are being examined further and updates will be provided at Panel.
- 10.21 Applicant's commitment to local employment initiatives
- 10.22 There is no Section 106 agreement therefore it is not possible to secure the standard local employment and training initiatives sought with most major schemes. However, the applicant, a regular and well known developer in Leeds, has confirmed in writing that they will endeavour to meet these local employment provisions. The applicant will co-operate with Employment Leeds to promote employment opportunities for local contractors and people (those whose principal place of residence is within the administrative area of the council) during the construction works.

11.0 CONCLUSION

11.1 The proposed change of use will permit the reuse of an attractive listed building and ensure its future use and upkeep. The proposed student residential accommodation is appropriate to the area and the physical alterations are considered to respect the historic fabric of the building. The amenity for future occupiers and those in adjacent properties is considered appropriate therefore on balance the application is recommended for approval.

Background Papers:

Application files 12/00662/FU and 12/00663/LI.

Certificate of Ownership signed on behalf of the applicant.

APPENDIX 1

12/00662/FU

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

For the avoidance of doubt and in the interests of proper planning.

- 3) Unless otherwise agreed in writing by the Local Planning Authority, during the Recognised Higher Education Term Time (the published academic term of higher educational institutions attended by Students), the development shall only be occupied by full time students (people who are enrolled in a full time course of study in a higher educational institution).

In order to comply with the adopted affordable housing SPG.

- 4) Development shall not commence until full details of both hard and soft landscape works, including an implementation programme, have been submitted to and approved in writing by the Local Planning Authority. Hard landscape works shall include
 - (a) proposed finished levels and/or contours,
 - (b) boundary details and means of enclosure,
 - (c) car parking layouts,
 - (d) other vehicle and pedestrian access and circulation areas,
 - (e) hard surfacing areas,
 - (f) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.),
 - (g) proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.).Soft landscape works shall include
 - (h) planting plans
 - (i) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
 - (j) schedules of plants noting species, planting sizes and proposed numbers/densities.

All hard and soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping

works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

To ensure the provision and establishment of acceptable landscape in accordance with adopted Leeds UDP Review (2006) policies GP5, N23, N25 and LD1.

- 5) A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development. The landscape management plan shall be carried out as approved.

To ensure successful aftercare of landscaping, in accordance with adopted Leeds UDP Review (2006) policies GP5 and LD1.

- 6) Prior to the construction of external materials, full details and samples where appropriate of all new external walling and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented prior to occupation and be retained and maintained thereafter.

In the interests of visual amenity and character of the listed building in accordance with adopted UDPR policies GP5 and N17.

- 7) Prior to first occupation, full details of the servicing arrangements shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out from occupation and be adhered to thereafter unless otherwise agreed in writing by the Local Planning Authority.

In the interests of highway safety in accordance with adopted UDPR policy T2.

- 8) Prior to the commencement of development a scheme detailing the method of storage and disposal of litter and waste materials, including recycling facilities, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a description of the facilities to be provided including, where appropriate, lockable containers and details for how the recyclable materials will be collected from the site with timescales for collection. The approved scheme shall be implemented before the development hereby permitted is brought into use and no waste or litter shall be stored or disposed of other than in accordance with the approved scheme.

In the interests of amenity and to promote recycling.

- 9) Prior to first occupation, a sound insulation scheme designed to protect the amenity of residents of the development and those in existing nearby properties shall be submitted to and approved in writing by the Local

Planning Authority. The scheme shall be implemented upon occupation and be adhered to thereafter.

In the interests of amenity in accordance with UDPR policy GP5.

- 10) Notwithstanding the approved details, before development is occupied full details of cycle parking and facilities shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved cycle parking and facilities have been provided. The facilities shall thereafter be retained for the lifetime of the development.

In order to meet the aims of adopted Leeds UDP Review (2006) policy T2 and T7A

- 11) Unless otherwise agreed in writing by the Local Planning Authority, the hours of all construction/refurbishment works shall only take place between the hours of 0800-2200.

To protect the amenity of adjacent residents in accordance with adopted UDPR policy GP5.

- 12) The local planning authority shall be notified in writing immediately where unexpected significant contamination is encountered during any development works and operations in the affected part of the site shall cease.

Where remediation of unexpected significant contamination is considered by the Local Planning Authority to be necessary, a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority prior to the recommencement of development on the affected part of the site. The Remediation Statement shall include a programme for all remediation works and for the provision of verification information.

Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or phase of a site shall not be brought into use until such time as all necessary verification information has been approved in writing by the Local Planning Authority.

To enable the local planning authority to ensure that unexpected contamination at the site will be addressed appropriately and that the development will be suitable for use in accordance with national and Leeds City Council's planning guidance.

- 13) Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, public open space or for filling and level raising shall be tested for contamination and suitability for use. A methodology for

testing these soils shall be submitted to, and approved in writing by, the Local Planning Authority prior to these materials being imported onto site. The methodology shall include information on the source of the materials, sampling frequency, testing schedules and criteria against which the analytical results will be assessed (as determined by risk assessment). Testing shall then be carried out in accordance with the approved methodology. Relevant evidence and verification information (for example, laboratory certificates) shall be submitted to, and approved in writing by, the Local Planning Authority prior to these materials being imported onto the site.

To ensure that contaminated soils are not imported to the site and that the development shall be suitable for use with respect to land contamination in accordance with national and Leeds City Council's planning guidance.

- 14) The development shall be carried out in accordance with 'Secured by Design' principles.

In the interests of safety and security in accordance with adopted UDPR policy GP5.

- 15) Development shall not be occupied until all necessary off site highways works have been fully implemented.

To ensure the free and safe use of the highway in accordance with adopted Leeds UDP Review (2006) policy T2.

- 16) In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory and other consultees, public representations about the application and Government Guidance and Policy as detailed in the National Planning Policy Framework and (as specified below) the content and policies within Supplementary Planning Guidance (SPG) and The Development Plan consisting of The Yorkshire and Humber Plan - Regional Spatial Strategy 2008 (RSS) and the Leeds Unitary Development Plan Review 2006 (UDPR).

GP5, BD6, T2, T5, T7A, H4, A4, SA8, SA9, SP8, N15, N16, N17, N19, N26, CC27, N23, N25, LD1

On balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

12/00663/LI

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Imposed pursuant to the provisions of Section 18 of the Planning (Listed Building and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

For the avoidance of doubt and in the interests of proper planning.

- 3) Prior to the commencement of development a full fixtures and fittings schedule highlighting all existing original features, whether proposed to be retained or removed, shall be submitted to and agreed in writing by the Local Planning Authority.

To ensure an accurate record of the historic fabric is made in accordance with the aspirations of adopted UDPR policy N17.

- 4) Prior to the commencement of the internal fit out, full details, at a scale no less than 1:20, of all typical works (including works to windows and doors, internal partitions, new dry riser, suspended ceilings/bulkhead, works to the roof, alterations to lightwells) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be carried out prior to first occupation and be retained and maintained thereafter.

To ensure the preservation and respect of original features in the listed building in accordance with adopted UDPR policy N17.

- 5) Prior to the construction of external materials, full details and samples where appropriate of all new external walling and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented prior to occupation and be retained and maintained thereafter.

In the interests of visual amenity and character of the listed building in accordance with adopted UDPR policies GP5 and N17.

- 6) Prior to the commencement of any works relating to the cleaning of the exterior, full details of the method of cleaning and substances used shall be submitted to and approved in writing by the Local Planning Authority. All cleaning of the exterior shall be carried out in accordance with the approved details.

To ensure the protection of the fabric of the listed building in accordance with adopted UDPR policy N17.

- 7) Prior to the commencement of any works to the windows, a survey of all windows proposed to be removed, repaired or altered shall be submitted and approved in writing by the Local Planning Authority. The survey

shall assess the quality of the existing window and justify all proposed works to the window.

To ensure original windows are retained and repaired where possible in accordance with adopted UDPR policy N17.

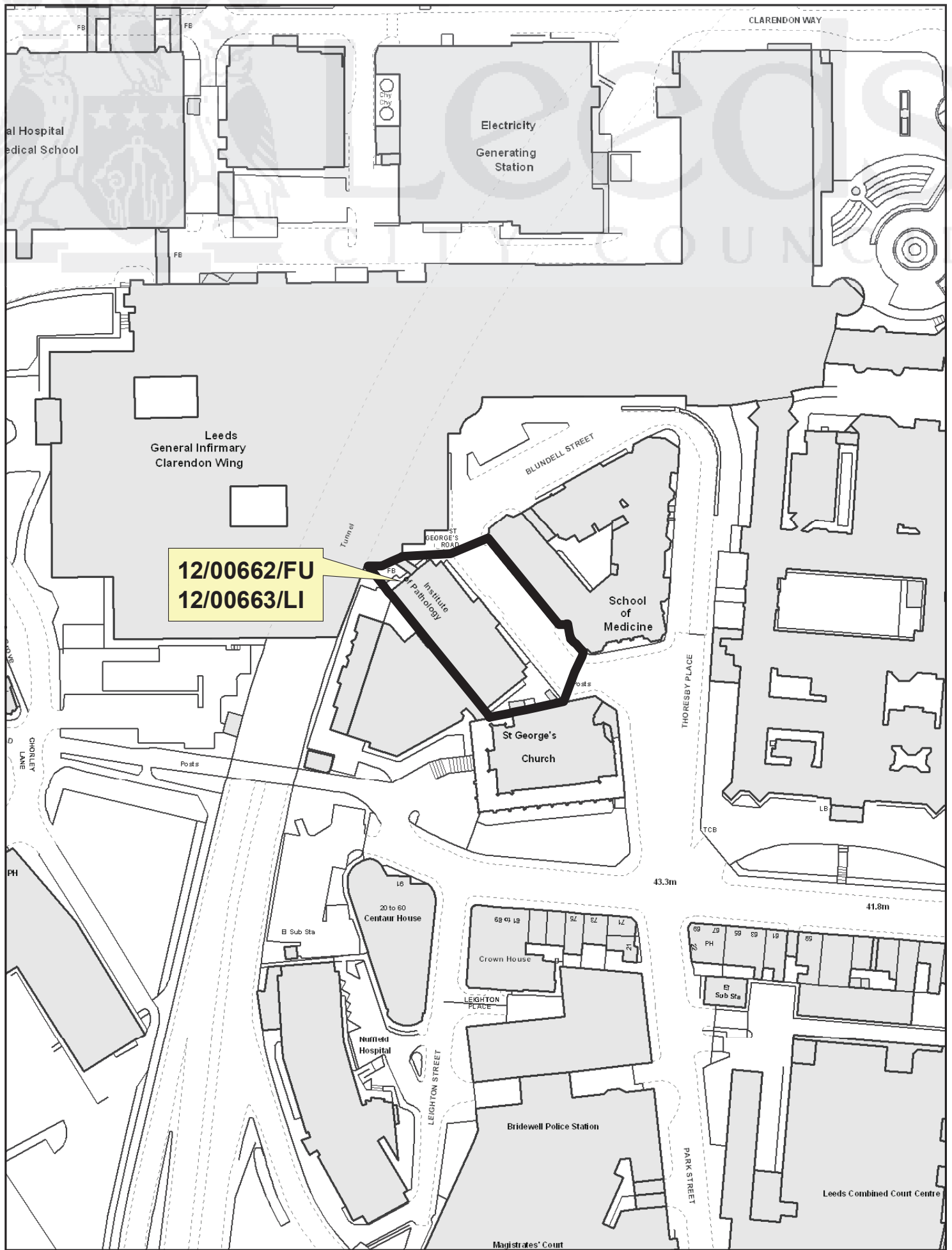
- 8) Unless otherwise agreed in writing by the Local Planning Authority, all existing external ducting and fire escape stairs shall be removed and their fixing points repaired in accordance with details to be submitted and approved by the Local Planning Authority prior to occupation of the development.

In the interests of the character of the listed building in accordance with adopted UDPR policy GP5.

- 9) In granting Listed Building Consent the City Council has taken into account all material matters relating to the building's special architectural or historic interest, including those arising from the comments of any statutory and other consultees, public representations about the application and Government guidance and policy as detailed in the National Planning Policy Framework and (as specified below) the content and policies within Supplementary Planning Guidance (SPG), the Regional Spatial Strategy 2008 (RSS) and The Development Plan consisting of The Yorkshire and Humber Plan - Regional Spatial Strategy 2008 (RSS) and the Leeds Unitary Development Plan Review 2006 (UDPR).

GP5, N17

On balance, the City Council considers the proposal would not give rise to any unjustified consequences for the special architectural or historic interest of the listed building.



CITY CENTRE PLANS PANEL

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Originator: Daljit Singh

Tel: 2478010

Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 2nd August 2012

Subject: The Application for an Order under the Transport and Works Act 1992 for the Leeds Southern Station Entrance

Electoral Wards Affected:
City & Hunslet

Yes (Ward Members consulted referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: This report is brought to Panel for information. Members are requested to note the details and progress of the Transport and Works Act Order for the Leeds Southern Station Entrance

1.0 INTRODUCTION:

- 1.1 In October 2009, a planning application for the Leeds Station Southern Entrance (LSSE) project (reference:09/04625/FU) was submitted to Leeds City Council (LCC) and permission was granted in May 2010, subject to a number of planning conditions.
- 1.2 In June 2011, the Department for Transport confirmed that in order to authorise the construction and maintenance of the scheme, an application could be submitted for an order under the Transport and Works Act 1992 (TWA Order). Accordingly, an application was submitted in May 2012 to the Secretary of State for Transport for an order under sections 1 and 3 of the 1992 Act. The application proposal is almost identical to the proposals that were granted planning permission in May 2010. The main changes relate to the pedestrianisation of Little Neville Street and the creation of a barge loading/unloading compound at Water Lane.
- 1.3 An order is required under the 1992 Act to authorise:-
 - a) the construction and maintenance of a new station entrance at Leeds Railway Station;

b) the carrying out of works in the Aire and Calder Navigation adjacent to the southern boundary of Leeds Railway Station and associated with a) above;

c) the carrying out of other works and the exercise of powers required in connection with or ancillary to the matters set out in items a) and b) above; and

d) the acquisition of land and rights over land required in connection with items a), b) and c) above.

- 1.4 The application is being promoted jointly by Metro and Network Rail Infrastructure Limited. In addition, a request for a direction for deemed planning permission has also been submitted to the Secretary of State under section 90(2A) of the Town and Country Planning Act 1990 and an application for conservation area consent has been submitted in respect of works proposed to be undertaken at Water Lane, Leeds as part of the overall scheme (reference 12/02185/CA).
- 1.5 LCC only has the role of consultee in this process. All applications will be determined by the Secretary of State for Transport. The promoters of the applications have consulted Ward Members and Lead Officers of LCC in the preparation of the applications and LCC have confirmed their support for the proposals to the Secretary of State (see attached letter). The public consultation period on the applications expired on 28 June 2012.
- 1.6 If there are substantive objections to the applications then the Secretary of State is likely to hold a Public Inquiry which is estimated to take place in November 2012 with a decision likely to be made by mid 2013. Assuming approval of the applications construction works are likely to start in mid 2013 and be completed by late 2014.

2.0 SITE AND SURROUNDINGS:

- 2.1 The Dark Arches are an extensive brick railway viaduct which straddles the River Aire and which transects much of the City centre in the local vicinity. The River Aire is a predominant feature of the site, which flows in an approximately north-south direction beneath the site and under the Dark Arches. Beyond the viaduct the waterway becomes the Aire and Calder Navigation and flows in an easterly direction. The Leeds and Liverpool Canal joins the Aire and Calder Navigation to the south of the proposed site.
- 2.2 Cutting through the Dark Arches north of the site is Dark Neville Street, the westerly section of which is used for parking. Watermans Place, a modern 15 storey residential block partially fronting the river is situated to the west of the site and forms part of Granary Wharf (the ISIS development) - a mixed development with shops, hotels and restaurants.
- 2.3 The Blue Apartments are located on the eastern bank of the river, to the rear of which is Little Neville Street and the Hilton Hotel. The Blue Apartments are a 16 storey high residential block, with a ground floor retail use that has been fitted out as a golf shop and virtual driving range. This includes a private deck which cantilevers over the east river wall.
- 2.4 Both sets of residential apartments are within 4m of the river wall and there is no public footpath on the eastern bank. The ground floor deck to the Blue Apartments removes the possibility of a future walkway along the east bank of the River Aire. On the western bank there is a footpath which also provides service access to plant rooms and refuse stores.

- 2.5 The Water Lane site to be used for loading/unloading barges, is bounded to the north and west by the Aire and Calder Navigation, to the south by a multi-storey and surface car park and to the east by former warehouse buildings and Meadow Lane. The site includes an area of car parking, a stone arch and low wall remaining from a previous warehouse building, scrub land over the remains of basements and a canal tow path.
- 2.6 The site for the station entrance lies within the setting of a number of listed buildings. The grade II listed Leeds-Liverpool Canal Wharf, basin lock, cranes and docks, the Victoria Bridge and the grade II* listed River Lock and retaining walls, and No. 27 Canal Wharf warehouse building. The site also lies within the Leeds Unitary Development Plan Review 2006 (UDP) designated Riverside Quarter and Holbeck Urban Village Planning Framework areas, and within the Central Area - Canal Wharf Conservation Area.
- 2.7 The Water Lane site for the barge loading compound lies within the City Centre Conservation Area and City Centre Riverside Quarter as defined by the UDP. The site is close to the setting of two listed buildings, the Red Lion Public House, Meadow Lane, and the adjacent 2 Water Lane.

3.0 HISTORY OF CONSULTATIONS

- 3.1 A series of consultation exercises were held in relation to the planning application for the LSSE project (reference 09/04625/FU) submitted to LCC in October 2009. These sought to ensure that the widest possible audience was consulted and encouraged to provide feedback on the proposals.
- 3.2 The response to the proposals in 2009 was overwhelmingly favourable with over 96% of the 215 respondents being supportive of the proposals. Of these 28% were positive but had some concerns. Positive comments were received regarding the beneficial economic impact of the Scheme, the architectural merits of the proposals, journey time savings and reduced congestion around existing concourses. Main concerns focused on the design and colour of the cladding. However twice as many respondents were positive about the design than were not.
- 3.3 Concerns raised by Members at the May 2010 Plans Panel meeting were addressed by further explanation of the proposals at the April 2010 Plans Panel meeting and by conditions attached to the permission. These allowed for further cycle storage and a contribution towards maintenance of Granary Wharf public realm, in the event that this was found to be needed.
- 3.4 Metro has produced a further Statement of Consultation to support the current applications for the TWA Order.
- 3.5 The consultation has covered a wide area affected by the proposals and has included a consultation hotline, a leaflet and three exhibitions in December 2011. Again comments from the respondents who attended the exhibitions were generally highly favourable. 89% of 375 respondents supported the proposals - the main reasons being journey time savings, reduced congestion at existing concourses and a positive impact on businesses and residents in south Leeds. Lack of support (11%) centred on cost, better uses for the money and the architectural design.

- 3.6 Targeted consultation was carried out with the owners and occupants of the Blue Apartments, Watermans Place and Candle House; also the Promoters have attended residents' association meetings. In addition local businesses were contacted. Following consultation Metro and Network Rail are working with local residents and businesses to identify their issues with the construction and operation of the scheme and to identify measures to mitigate their concerns. Chief concerns in this case centred on:
- noise vibration and dust during construction;
 - hours of construction;
 - overnight working;
 - reduction in the quality of residents' lives;
 - impact on local businesses;
 - increasing footfall in the area and resulting safety implications; and
 - concern about being overlooked by the LSSE.
- 3.7 As a result of these comments, the Promoters have reviewed the design to ensure that the Scheme is the minimum size and shape commensurate with its use, that the elevations are "broken up" to reduce visual impact and that there will be no direct overlooking of nearby properties. CCTV surveillance is to be introduced to assist with safety concerns.
- 3.8 Regarding disruption from construction, the Construction Management Plan (CMP) will seek to reduce impact on residents and local businesses as far as is possible and to keep them informed as to what is happening. The delivery of materials direct to the site by barge from Water Lane, down stream of the site, will be a major benefit in this respect.
- 3.9 In addition to the above regular liaison has taken place with LCC Ward Members, Hillary Benn (the local MP) and with Officers from various departments in the Council. Meetings have been held with statutory consultees, including the Environment Agency, English Heritage and Natural England; and with key interests such as the British Water Waterways Board. As a result, the Scheme has been reviewed to help ensure that all concerns have been addressed. Comments made have also resulted in the proposals for the pedestrianisation of Little Neville Street.

4.0 THE PROPOSAL

- 4.1 The LSSE Scheme is situated directly south of the Leeds City Station viaduct (known locally as the Dark Arches) which spans the River Aire. Leeds City Station is one of Network Rail's busiest stations, serving the City Centre of Leeds in West Yorkshire, with local, regional and inter-city rail services. The Dark Arches form a barrier to movement in this vicinity which means that all passengers currently have to enter the station from the north. The Scheme will provide an access to the station from the south and in doing so contribute to the on-going regeneration of south Leeds. At the same time it will ease current passenger movement to and within the station.
- 4.2 The objectives of the LSSE project are as follows:
- To improve access to Leeds City Centre by sustainable means;
 - To maximise growth of the Leeds economy by enhancing its competitive position and facilitating its future employment and population growth;
 - To support and facilitate the sustainable growth of Leeds, in particular to the south, recognising the importance of its city centre to the future economy of the Leeds City Region;

- To minimise journey times accessing Leeds Station to/from the south;
- To meet existing and future passenger flow requirements to the south of Leeds Station; and
- To ensure the current passenger flows within the station are maintained or improved.

- 4.3 The LSSE Scheme will include a concourse comprising three levels located over the river within a visually iconic enclosed building. Open link span bridges will provide direct stepped access to the lower concourse level from the east and west banks of the River Aire. The lower concourse also extends back through the span of the station viaduct to a further open footbridge running parallel to Dark Neville Street. The difference in levels between the footway in Dark Neville Street and the bridges will be accommodated by ramps as well as steps. There is also a balcony at ground level to be used for maintenance.
- 4.4 Access to upper levels is provided by stairs, two escalators and two lifts. The first level of the concourse provides potential emergency access to platforms. The upper level links to the existing western footbridge which crosses platforms 15, 16 and 17 and is to be widened to accommodate ticketing facilities.
- 4.5 The main enclosure takes the form of an arched canopy clad with gold coloured roofing, framing a glazed panel on the south elevation. The canopy rises but also tapers to a point at its northern end, where it joins the existing roof of the station. In addition to the glazed southern façade, the eastern elevation steps back to allow for a glazed lift shaft facing south. There is a narrower slot facing north on the western façade and glazed slots on either side of the structure, adjacent to the arches.
- 4.6 With regard to vehicular traffic, the general approach is to create an entrance aimed primarily at pedestrians and not to encourage a new vehicular drop-off point, which would affect the wider traffic flow in the centre of Leeds. The LSSE location is set away from main access roads and there are no specific measures to provide vehicular access.
- 4.7 To this end it is proposed to pedestrianise Little Neville Street except for necessary access for local vehicles, by means of a Traffic Regulation Order (TRO). This will prevent the street being used as a drop off point for the station with attendant problems of turning in this relatively tight space, which would also be intimidating for pedestrians. Moreover queuing vehicles could also block legitimate access for residents and the Hilton hotel. It should be noted that an alternative drop off point from vehicles exists on the north side of the station and this is only a few minutes away for vehicles travelling from the south.
- 4.8 A demarcated 3m wide pedestrian route /safe route is proposed along the south side of Little Neville Street. Although not part of the scheme it is suggested that this route could eventually be extended through the viaduct along the south side of Dark Neville Street to where it joins Neville Street. Further safety measures will include additional lighting, signage, tactile paving for assisting blind and visually impaired users.
- 4.9 It is intended to use a mix of highly quality surfacing including natural stone and to reuse existing basalt setts laid in a diagonal pattern. Existing bollards will be maintained in the southern portion of Little Neville Street to protect cellars. In addition there would be high quality signage, street lighting and street furniture with some planting in the widened area to the north of the street. An at grade crossing is proposed at the exit of the Little Neville Street.

- 4.10 It is anticipated that construction will take around 62 weeks and unless otherwise agreed in writing by the Local Planning Authority, construction can only take place between 07:30hrs to 19:00hrs Monday to Friday and 08:00hrs to 18:00hrs on Saturday. Construction will not normally take place overnight, on Sundays, Bank Holidays, Christmas Day or Good Friday; unless it is necessary to do so for reasons of safety to personnel or in order to satisfy the operational requirements of Leeds Station (the proposed conditions to the request for deemed planning permission are attached for information).
- 4.11 The site has a number of constraints affecting construction. In addition to working over water, there is limited storage space for materials around the site and immediate access is via minor roads (Little Neville Street or Granary Wharf) close to relatively tall apartment blocks and hotels.
- 4.12 Therefore the primary route to the site for materials will be along the Aire and Calder Navigation by barge from the loading/unloading area on Water Lane, to the east of the main site. The barges will be moored adjacent to the banks for unloading by crane or fixed into position in the river itself. The barge loading site is derelict in appearance but does contain the remnants of a 19th century building which is considered to contribute to the historic character of the area due in part to its similar appearance to the adjacent listed building at 2 Water Lane. The site also currently provides access along the riverside to Bridge End.
- 4.13 The use of the site as a loading compound requires that the existing structural remains have to be removed and the ground levelled. However to preserve the heritage value of the site it has been agreed to carefully remove the remnant structures and rebuild them after the construction works. The full details will be controlled by condition. LCC have also requested the Secretary of State to attach conditions requiring agreement of the details of the re-instatement of the whole site (in order to improve upon its current appearance) and to maintain a pedestrian access route between the Asda riverside and Bridge End during the construction works.
- 4.14 An Environmental Impact Assessment Statement (EIA) of the Scheme has been submitted in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

This covers the following topics:

- Air Quality;
- Ecology;
- Geology and Soils;
- Historic Environment;
- Noise and Vibration;
- Townscape and Visual Amenity;
- Traffic and Access; and
- Water Resources.

In addition other supporting documents include:

- Design and Access Statement ;
- Statement of Community Involvement ;
- Constructability Review ;
- Scheme Location and Design Rationale ;
- Traffic Access and Urban Realm report;
- Climate Change Management Assessment;
- Energy Demand Assessment ;
- Code of Construction Practice ;

- Sustainability Appraisal ;
- Heritage Statement ; and
- Transport Statement .

5.0 THE BENEFITS OF THE PROPOSALS

- 5.1 The railway viaduct (Dark Arches) in the centre of Leeds impedes traffic and pedestrian circulation into the City centre, the only significant road link in the vicinity of the station being Neville Street. The existing main station entrances are located to the north of the viaduct, primarily feeding City Square and the City Centre beyond. Passengers wanting to access or exit the station from the south of the railway currently have no alternative to the existing indirect route through the Neville Street underpass beneath the station and up to the main station entrance on New Station Street via the 'Rotunda' steps. If they cannot use steps they must take an even more circuitous route around the front of the station.
- 5.2 Current connections are inadequate and inappropriate for the high volume of pedestrian journeys made along Neville Street every day. Although the refurbishment of the underpass on Neville Street has tried to improve the quality of the experience it is considered that a direct southern access to the station will reduce travel time and considerably increase connectivity.
- 5.3 Leeds station is used by around 100,000 passengers per day, with this figure expected to continue growing by around 6% over the next decade and by over 60% over the next twenty years. Much of this growth is expected to come from the south of the City. With many new developments and regenerated areas completed (and others planned) to the south of the railway, especially the Holbeck Urban Village and South Bank planning Framework areas, there is an urgent need to develop a new entrance which encompasses the approaches from the southern area of the city directly into the station.
- 5.4 As passenger growth is projected to continue, future enhancements to the passenger through flow capacity will be required. The proposed southern entrance will route passengers away from the existing main entrance/exit and directly to their destinations to the south of the station. This will not only save time for the users of the new entrance, but will relieve some of the peak hour congestion at the existing entrance/exit to the north.
- 5.5 A Major Scheme Business Case (MSBC) was submitted to the Department for Transport in November 2009 and successfully gained Programme Entry status for LSSE. The scheme was re-endorsed as a regional priority on 23 October 2009 by the Yorkshire and Humber Joint Regional Board. Further evidence was presented in an updated business case in mid 2010 as part of the government's Comprehensive Spending Review process, and revised funding confirmed in February 2011 allowing the scheme to progress. As outlined in the MSBC, implementing the LSSE proposals will contribute towards the objectives of local, regional and Central Government.
- 5.6 In particular the promoters of the application emphasise the following key benefits of the scheme:
- A new, pedestrian entrance to the station, which incorporates lifts, escalators and stairs to provide passenger access to the current western footbridge within the station from ground level either side of the River Aire. The proposals also include CCTV, help points, ticket machines and passenger information screens;

- It is estimated that 22-24% of passengers (approximately 20,000 passengers per day) using Leeds station would use the proposed southern entrance;
- Recent work undertaken as part of the 'Transport for Leeds' programme of studies has estimated that jobs in the City Centre as a whole will increase from around 102,000 in 2009 to 108,000 (+8%) in 2018 and 118,000 (+16%) in 2030. Most new jobs are likely to be located in the expanding southern part of the city centre
- The proposed LSSE will also be of benefit to businesses in the south of the City centre, assisting visitors and helping to attract staff. This is likely to improve their ability to attract the best workforce.
- It will provide encouragement for new businesses to set up in the area
- modal shift from car to rail is estimated to result in a reduction in car driver trips equal to 26% of the additional generated trips (approximately 130 car driver trips per day). This modal shift would contribute towards a reduction in road traffic accidents, improvements in local air quality and a reduction in greenhouse gas emissions.

5.7 The principle of the proposed southern entrance has already been established by the grant of planning application 09/04625/FU, which was approved by LCC in May 2010. This considered the implications of the southern entrance in terms of its design, impact on adjoining residential amenities, and the potential impact on the surrounding public realm and access arrangements. On balance it was considered that the merits of the proposals for improving public transport connections to the south of the city centre and to supporting the regeneration of the south bank outweighed the potential limited adverse implications for existing amenity. The key additional aspects of the TWA Order are the proposed pedestrianisation works to Little Neville Street and the proposed barge loading/unloading area at Water Lane.

5.8 The works to Little Neville Street are considered to enhance the pedestrian environment whilst still maintaining necessary access for servicing to adjoining properties. The necessary demolition of the structural remains at Water Lane are also considered acceptable on balance since the loss of the limited heritage value will only be temporary and the location of the construction compound at this site will help to significantly reduce disturbance during the construction works on local residents and businesses.

5.9 The LSSE scheme is critical to the continuing regeneration of the south of the City centre and the proposed scheme will support local and regional planning policies to strengthen the Leeds economy and promote public transport.

6.0 CONCLUSION

6.1 A TWA Order is to be sought for the LSSE Scheme. This follows the granting of planning permission by LCC in May 2010, for an almost identical proposal. The LSSE Scheme is situated directly south of the Dark Arches which span the River Aire and support Leeds City Station. This is one of Network Rail's busiest stations, serving the City centre of Leeds in West Yorkshire, with local, regional and inter-city rail services.

6.2 The Dark Arches form a barrier to movement in this vicinity which means that all passengers currently have to enter the station from the north. Current connections are inadequate for the high volume of pedestrian journeys made along Neville Street every day.

6.3 Both regional and local policy seeks to develop Leeds' role as a regional city by accommodating significant growth in jobs, homes and related services. A key plank of this aim is the expansion of the City Centre, specifically in areas designated for regeneration to the south of the station. The proposed LSSE will not only serve

existing residents and businesses to the south of the City centre, but also assist in encouraging new development in this vicinity. It will also relieve current passenger congestion in the station at peak times and in so doing contribute more widely to ongoing development.

Background Papers

Application reference 09/04625/FU

Application reference 12/02185/CA

The Leeds Railway Station (Southern Entrance) Order May 2012

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**DEPARTMENT FOR TRANSPORT
2012**

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006**

The Leeds Railway Station (Southern Entrance) Order 2012

**Request for a Direction under section 90(2A) of the Town and Country
Planning Act 1990 and conditions to be attached to the Direction**

To: The Secretary of State for Transport, Zone 1/18, Great Minster House, 33 Horseferry Road, London SW1P 4 DR.

1. The West Yorkshire Passenger Transport Executive and Network Rail Infrastructure Limited hereby seek, pursuant to rule 10(6) of the above mentioned Rules, a direction from the Secretary of State under section 90(2A) of the Town and Country Planning Act 1990 that planning permission, so far as it is required, be deemed to be granted for the development sought to be authorised by the Order now being applied for within the various limits provided for in the draft Order and the accompanying deposited plans and sections.
2. The principal works proposed in the Order comprise a new enclosed entrance building to Leeds Railway Station, housing pedestrian footways across the River Aire, supported on reinforced concrete supports located in the bed of the River Aire incorporating an access bridge, escalators and lifts.
3. The Order also provides for the compulsory purchase of land and interests in land, the closure and diversion of public footpaths and other highways. Permission is also sought for the temporary use of land for construction, storage and access routes and related construction activities.
4. The development is located in the administrative area of Leeds City Council.
5. The applicant's interest in the proposed development is as prospective purchaser of any land not already in the ownership of Network Rail Infrastructure Limited.
6. Notice to property owners and occupiers affected by the proposed development has been given by way of service of notices under Rule 15 of the above-mentioned Rules and other publicity required by those Rules.
7. The following aspects of the proposals contained in the draft Order are or may be development requiring planning permission under section 57(1) of the Town and Country Planning Act 1990 as follows:

Proposals

Draft Order Articles/Schedules

The authorised works

Articles 4, 13, 14, 15, 16 and
Schedule 1

Highway alterations and improvements

Articles 6-12, Schedules 3-7 and 11

Temporary use of land for construction [Articles 27 and 28, Schedule 9]
and maintenance

8. Where land is being acquired permanently, the effect of this direction will be to change the use of all of the land within the boundary of the Scheduled works to railway use. Such land will become 'operational land' as defined in section 264(3) of the Town and Country Planning Act 1990 as provided for in Article 34(3) (planning permission and supplementary matters).
9. Further particulars of items currently identified as forming elements or possible elements of development proposed are contained in Appendix 1 to this request.
10. The direction sought is one of deemed planning permission to be granted for the whole development and each of its elements. Attached as Appendix 2 to this request pursuant to Rule 10(6)(b) are draft conditions which the applicant currently wishes to propose.
11. There also accompanies this application pursuant to rule 10(6)(d) of the above-mentioned rules a set of Planning Direction drawings showing some of the elements of development in further detail. These show the planning application boundary, which corresponds with the various limits provided in the draft order, and statutorily designated sites and areas which are to be protected, but are otherwise for illustrative purposes only.
12. An Environmental Statement and a Design and Access Statement also accompany this application.

Dated: 15 May 2012



Eversheds LLP
One Wood Street
London
EC2V 7WS

Solicitors and Parliamentary Agents
For West Yorkshire Passenger Transport Executive and Network Rail Infrastructure
Limited

APPENDIX 1

ELEMENTS OF THE DEVELOPMENT

1. Formation of a new entrance building (Work No 1) to Leeds Railway Station, supported on reinforced concrete supports located in the bed of the River Aire incorporating access bridges (link bridges), escalators and lifts, commencing on the west side of the River Aire and terminating on the east side of the River Aire including the installation of associated plant, electrical and mechanical equipment, fencing and screening and any other operations necessary or expedient for the development in addition to those specifically listed below.
2. Formation of a new pedestrian footway across the River Aire (Work No 1A) on Dark Neville Street and integrated with the new entrance building to Leeds Railway Station, incorporating access ramps, landings and steps commencing on the west side of the River Aire and terminating on the east side of the River Aire.
3. Environmental works to mitigate the scheme, including landscaping works, tree, shrub and other planting and boundary treatments.
4. Miscellaneous highway operations including –
 - 4.1 Surface works for remodelling of Little Neville Street to provide a pedestrianised area. This includes any surface works for remodelling the highway and adjacent junctions including drainage works, lighting, traffic signs, street furniture and road markings required for implementation;
 - 4.2 Surface works for remodelling Dark Neville Street to provide a segregated pedestrian route between the Dark Neville Street Bridge and Little Neville Street. This item includes any surface works for remodelling the highway and adjacent junctions including drainage works, lighting, traffic signs, street furniture and road markings required for implementation; and
 - 4.3 Formation of a footpath between the eastern wing of Leeds Station Southern Entrance and Little Neville Street.
5. Demolition of the fragmentary remains of an archway and low level wall located on Water Lane.
6. Alteration of the existing railway viaduct as necessary to install the new Leeds Railway Station entrance.
7. Installation of necessary plant, electrical and mechanical equipment or apparatus required for construction or operation of the new Leeds Railway Station entrance.
8. Erection of the necessary boundary fencing, lighting and signage.

9. Installation of cycle storage facilities.
10. Temporary use of land for construction, access, storage and as a worksite.
11. Any other works required for, or ancillary to, the construction, operation and maintenance of the Leeds Railway Station entrance, including maintenance access.

APPENDIX 2

CONDITIONS PROPOSED TO BE ATTACHED TO THE DIRECTION FOR DEEMED PLANNING PERMISSION

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following plans and drawings:

- a) Deposited Plans and Sections Sheet No. 1 of 2 - Location Plan
- b) Deposited Plans and Sections Sheet No. 2 of 2
- c) Traffic Regulation and Rights of Way Plan Sheet No. 1 of 1
- d) Planning Direction Drawings Sheet No. 1 of 6
- e) Planning Direction Drawings Sheet No. 2 of 6
- f) Planning Direction Drawings Sheet No. 3 of 6
- g) Planning Direction Drawings Sheet No. 4 of 6
- h) Planning Direction Drawings Sheet No. 5 of 6
- a) Planning Direction Drawings Sheet No. 6 of 6

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No building works shall take place until details and samples of all external materials, including a mock up of the large to smaller format tiles junctions and glass to cladding junctions, have been submitted to and approved in writing by the Local Planning Authority. Such materials shall be made available on site prior to the commencement of their use, for the inspection of the Local Planning Authority who shall be notified in writing of their availability. The building works shall be constructed from the materials thereby approved.

Reason: In the interests of visual amenity, the character and appearance of the conservation area, and the setting of the nearby listed building.

4. No building works shall take place until full 1:20/1:10 details of the following have been submitted to and approved in writing by the Local Planning Authority:

- a) Details of the glass balustrade and cladding to the deck/ bridge detail.
- b) Details of the leading edge and return of the canopy.
- c) Details of the glazed slots in the west elevation.
- d) Details of the roof light to cladding junction.
- e) Details of the cladding panel formats and junctions between different sizes.
- f) Details of glazing systems.

The works shall be carried out in accordance with the details thereby approved, and retained as such thereafter.

Reason: In the interests of visual amenity, the character and appearance of the conservation area, and the setting of the nearby listed building.

5. No building works shall take place until details and samples of all surfacing materials have been submitted to and approved in writing by the Local Planning Authority. Such materials shall be made available on site prior to the commencement of their use, for the inspection of the Local Planning Authority who shall be notified in writing of their availability. The surfacing works shall be constructed from the materials thereby approved and retained as such thereafter.

Reason: In the interests of visual amenity, the character and appearance of the conservation area, and the setting of the nearby listed building.

6. No building works shall take place until a scheme detailing the proposed lighting for the development site, including its phasing, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved scheme and thereafter retained and maintained for the lifetime of the development

Reason: In the interests of residential amenity.

7. No building works shall take place until full details of appropriate mitigation measures to prevent the pollution of the waterway during construction of the approved development have been submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved measures.

Reason: In order to avoid contamination or pollution of the waterway and to ensure that proper mitigation is deployed.

8. No building works shall take place until full details of surface water drainage arrangements including means of discharging into the watercourse has been submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In order to prevent damage to the waterway structure, protect water quality and make an assessment of the increased volume of water entering the watercourse.

9. No building works shall take place until a site construction environmental management plan (EMP) has been submitted to and approved in writing by the Local Planning Authority. The EMP may comprise one or more documents but shall contain details of:

- a. The phasing of all construction works.
- b. Management of on site parking in respect of vehicles of the workforce.

- c. Dust, noise and vibration management.
- d. Pollution control measures.
- e. Temporary site illumination during the construction period.
- f. Management of on site plant and machinery.

The development shall be carried out in accordance with the approved EMP as amended from time to time with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity and pollution control.

10. Unless otherwise agreed in writing by the Local Planning Authority no operations for the construction of the development shall take place;
- a) before 0730 hours on weekdays and 0800 hours on Saturdays nor after 1900 hours on weekdays and 1800 hours on Saturdays; or
 - b) at any time on Sundays or Bank Holidays or Christmas Day or Good Friday.

Reason: In the interests of the residential amenity of the occupants of nearby properties.

11. Unless otherwise agreed in writing, prior to the first use of the station access, details of the provision of pedestrian signage to the southern access from agreed routes and CCTV coverage in the vicinity of the development shall be submitted to and approved in writing by the Local Planning Authority. Works in connection with the above shall be carried out prior to the first use of the station access, and retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian connectivity and community safety

12. The highway and public realm works shown on drawing 296480-SKE-014-P3 shall be constructed before the new railway station entrance is opened to the public.

Reason: In the interests of community safety, visual amenity and vehicular and pedestrian safety.

13. No building works shall take place until details of facilities to be provided for the parking of up to 20 cycles which belong to members of the public have been submitted to and approved in writing by the Local Planning Authority. The details shall include the method of securing the cycles and their location. The approved facilities shall then be provided prior to the building being brought into use and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to meet the aims of the Transport Policy as incorporated in the Leeds Unitary Development Plan.

14. No public announcement system shall be operated within the new station entrance until details of the operation of the system, including hours of operation and location of loudspeakers, have been submitted to and approved in writing by the Local Planning Authority. The public announcement system shall thereafter only be used in accordance with the approved details.

Reasons: In the interests of residential amenity.

15. No building works shall take place until a Transport Management Plan (TMP) has been submitted to and approved in writing by the Local Planning Authority. The approved TMP shall be implemented in accordance with the timescales set out therein.

Reason: In the interests of highway safety, and in order to meet the aims of the Transport Policy as incorporated in the Leeds Unitary Development Plan..

16. Any works involving vegetation clearance, will be scheduled so as to avoid the bird breeding season (April-August). Should any vegetation clearance be required to take place during this period, a qualified ornithologist will check the area for nesting birds and appropriate measures will be taken to ensure they are safeguarded.

Reason: For the protection of birds during the breeding season.

17. No building works shall take place until a survey has been undertaken to identify any over land routes used by otters within any areas likely to be affected by construction activities. A scheme for the protection of such routes during construction shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and the approved scheme shall be implemented in accordance with the timescales set out therein.

Reason: For the protection of otters and their habitat.

18. No building works shall take place until a survey has been undertaken to identify the presence of any bats that may be affected by the development or its construction. A scheme for mitigating any impact on bats shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and the approved scheme shall be implemented in accordance with the timescales set out therein.

Reason: For the protection of bats and their habitat.

19. No building works shall take place until a ground investigation survey, risk assessment and materials management plan for soils excavation and reuse and proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the timescale therein.

Reason: In order to avoid contamination or pollution of the waterway and to ensure that proper mitigation is deployed.

20. Before any works to demolish the archway structure on the Water Lane site are undertaken a method statement for the dismantling and reinstatement of the archway shall be submitted to and approved in writing by the Local Planning Authority. The approved method statement shall be implemented in accordance with the timescale therein.

Reason: to secure the reconstruction of an asset of local heritage interest.

**DEPARTMENT FOR TRANSPORT
2012**

Transport and Works Act 1992

**Transport and Works (Applications and
Objections Procedure) (England and
Wales) Rules 2006**

**The Leeds Railway Station (Southern
Entrance) Order 2012**

**Request for a Direction under section
90(2A) of the Town and Country
Planning Act 1990 and conditions to be
attached to the Direction**

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Network Rail Infrastructure Limited
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Solicitors and Parliamentary Agents

Justine Greening MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DR

**Civic Hall
Calverley Street
Leeds LS1 1UR**

Contact:
Tel: 0113 395 2491

25 June 2012

Dear Secretary of State,

Leeds Station Southern Entrance

I am writing to support the proposed scheme for which Metro and Network Rail have recently submitted a Transport and Works Act Order to create a new Leeds Station Southern Entrance (LSSE).

Leeds Station is the second busiest station outside London. Up to twenty percent of Leeds railway station passengers would benefit directly from the new entrance because it will improve connections between Leeds Station and the south side of the city, which in recent years has seen demand grow with the completion of major developments and regeneration projects. The entrance will also help to accommodate the predicted growth in rail passenger movements at the station.

This major transport project is urgently needed as it will encourage growth in the Leeds economy by enhancing its competitive position and unlocking future employment growth. This scheme is therefore vitally important for West Yorkshire and the Leeds City Region.

LSSE is essential to the future prosperity and economic investment of this region. Leeds City Council fully supports the LSSE scheme and the Transport and Works Act Order application.

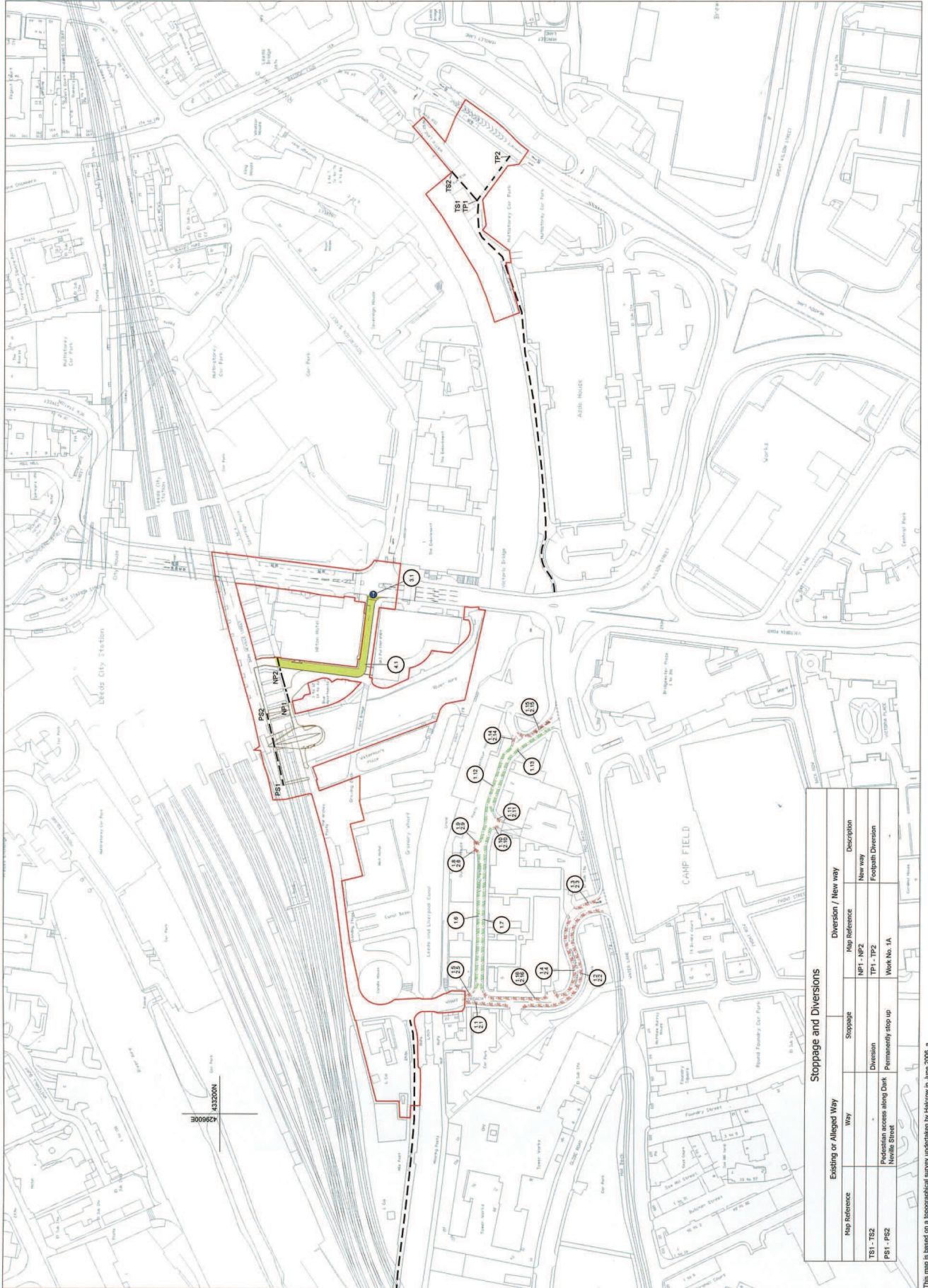
Yours sincerely



Councillor Richard Lewis
Leeds City Council Executive Board Member for Development & Economy

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Transport and Works Act 1992 The Leeds Railway Station (Southern Entrance) Order



- KEY**
(General)
- Illustrative engineering detail (subject to change)
 - Planning application boundary
- (Rights of Way)**
- Existing or alleged way
 - Division / new way
 - Division / temporary way
 - New Path
 - Permanently Stop up
 - Temporarily Stop up
 - Temporary New Path
- (Traffic Regulation)**
- Traffic Regulation reference number (e.g. Category 1, Item No. 2)
- Parkings:**
- No waiting at any time (Category 1)
 - No waiting at any time (Category 1) and no loading at any time (Category 2)
- Movement:**
- Prescribed Movement (Category 3)
 - Prohibition of driving with specified exemptions (Category 4)

Existing or Alleged Way		Diversions / New way	
Map Reference	Way	Stoppage	Map Reference
TS1 - TS2	Footpath	Division	NP1 - NP2
PS1 - PS2	Permanently stop up along Clerk Norfolk Street	Permanently stop up	TP1 - TP2
			Work No. 1A

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