

CITY PLANS PANEL

THURSDAY, 17TH OCTOBER, 2013

PRESENT: Councillor N Taggart in the Chair

Councillors D Blackburn, M Hamilton,
S Hamilton, G Latty, T Leadley, M Ingham,
J Cummins, J McKenna, M Harland,
B Anderson and A McKenna

77 Chair's opening remarks

Councillor Taggart welcomed everyone to the meeting and thanked all Members for their good wishes which had been sent to him following a major operation, particularly those Members who had chaired City Plans Panel meetings in his absence. He advised that following the meeting on 24th October, he was scheduled for further treatment which may require him to be absent from some meetings

He referred to the recording of meetings and stated that although no request to do this had been made for this meeting, where a request was made, it was for the Panel to take a view on

78 Late Items

Although there were no formal late items, the Panel was in receipt of the following additional information:

- a supplementary report relating to the extent of the Public Open Space (POS) provision affected by the NGT proposals and the compensatory measures proposed in mitigation

79 Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests

80 Apologies for Absence

Apologies for absence were received from Councillors P Gruen; E Nash; J Lewis and R Procter, with Councillors J McKenna; Councillor Harland; Councillor A McKenna and Councillor Anderson substituting for their respective colleagues

The Chair also gave apologies for absence from Councillor Walshaw and stated that as a member of the West Yorkshire Integrated Transport Authority, Councillor Walsh did not consider it appropriate to sit on the Panel

for this meeting and having taken advice, Councillor Walshaw had withdrawn from the meeting

81 Application 13/04318/TWA - Submission of the Transport and Works Act Order application for the New Generation Transport (NGT) scheme - update

Further to minute 15 of the City Plans Panel meeting where Panel considered a report of the Chief Planning Officer on the submissions of the Transport and Works Act Order (TWAO) application for the New Generation Transport (NGT) Scheme, to consider a further report updating Members on the outstanding planning issues arising from that meeting. Appended to the report was a schedule of proposed conditions being sought for deemed planning permission

Plans, photographs, drawings and graphics were displayed at the meeting. To assist Members when considering the route of the NGT, two screens had been provided, one showing the proposal in diagrammatic form and the other showing the site as it currently was, as depicted on Google Earth

The Deputy Area Planning Manager briefly set out the context and purpose of the meeting with Members being reminded that the role of the Local Planning Authority in this case, was of a statutory consultee and that it would be the Secretary of State for Transport and the Secretary of State for Communities and Local Government who would determine the application, with a Public Inquiry likely to be held in Spring 2014

Receipt of a further 11 letters of representation was reported, with Members being informed these raised issues about the impact of the proposals on heritage assets and Conservation Areas; details of the proposals to anchor fixings to specific buildings; the accuracy of plans relating to Buckingham House, with Members being informed that the newly built houses in this location were shown on the plans being used and the principle of the provision of a trolley bus scheme. On this last point it was stated that this concern was not for consideration as the Council had already decided to support the principle of a trolley bus scheme

A detailed letter from Leeds Civic Trust was read out for Members' information which whilst supporting the proposals in principle, recognised that the works needed for this would have an impact and suggested alternative solutions for some aspects and sought clarification on issues relating to finishes to public realm in key locations and the details of the support columns of the overhead line equipment

Representatives of the NGT team outlined the current position in respect of the submission of the TWAO and advised that the closing date for submissions to the Secretary of State was 31st October 2013

In terms of the proposed planning conditions, these now included provision for community use of the playing fields at Bodington; enhanced tree protection with replacement trees being required for any newly planted tree which died within the first five years of planting and a condition relating to employment and training

Draft minutes to be approved at the meeting to be held on 21st November 2013

Regarding overhead line poles, the intention was to have slender poles which would be subject to a detailed planning condition. Concerning Leeds Civic Trust's comments about fixing equipment to Holy Trinity Church on Boar Lane, powers to do this would be included in the TWAO but that negotiations would take place with Officers and representatives of the Church, to consider the exact method to be used for supporting the cables at this location

The Panel then considered the route of the NGT, north to south, on a section by section basis, with representatives of the NGT team providing an update on the changes made since the meeting held on 25th June 2013. The Chair advised that public speaking would take place after the introduction of each section of the route, with a maximum of three minutes being allowed per route section for representations to be made to the Panel on new issues

Holt Park to Otley Road/Otley Old Road junction – Otley Old Road to Bodington

The issues and changes along this section of the route were outlined to Members

Members were provided with the updated information in respect of the siting of recycling bins; the impact on the Wellbeing Centre; parking at Holt Park; traffic calming measures and University of Leeds playing pitches

The Panel heard representations from an objector, Mr Mann, Chair of Holt Park Residents Association, who attended the meeting and raised concerns which included:

- the impact of the scheme in view of major residential developments in the area
- the proposed route
- Holt Farm and the impact of the proposals on older people
- highways and parking issues

The Chief Planning Officer advised that the Holt Park Regeneration Strategy was currently out for consultation and that it was necessary to distinguish between this process and the NGT process, although the two were intended to align, where a series of issues, particularly around car parking would need to be addressed

Members commented on this section of the route and questioned representatives of the NGT team

In summary, the main areas of discussion related to:

- the contingency fund to mitigate against post implementation parking/TRO issue
- the potential conflict with bus routing and the number of bus movements per hour
- a lack of consultation with Ward Members on re-siting of the recycling bins
- the measures which should be taken to avoid the car park being used as an unofficial park and ride site
- the implications of the proposals on on-street parking

- the timescales involved if any mitigation measures were required
 - the proposed new crossings, with pelican crossings being favoured more than zebra crossings
 - the extent of the land take required for the overhead line equipment on a site to be used for housing
 - how the proposals related to the proposed extension to Lawnswood Cemetery
 - the loss of playing pitches, particularly competitive rugby pitches
- In addressing these issues, the following information was provided:
- that a sum of £100,000 was to be set aside for the post implementation contingency fund for residents' car parking schemes to cover the whole NGT route
 - that details of the number of bus movements would be obtained and provided to Members later during the day
 - that work would be carried out with bus operators to ensure the NGT proposals did not conflict with buses
 - that further informal consultation could be undertaken in respect of protecting residents' parking on surrounding streets
 - that further consultation would be carried out on the road safety issues and that the crossings would be subject to detailed design
 - that only a narrow strip of land on Holt Dale Approach would be required for the overhead line equipment and that this was not likely to encroach on the housing land
 - that the current position on proposals for extending Lawnswood Cemetery would be obtained and provided later in the meeting
 - that Sport England and the Rugby Federation had been party to the proposals for the playing pitches and were happy with what was being proposed

The Chief Planning Officer summarised the outstanding issues as being:

- information relating to the potential extension of Lawnswood Cemetery
- bus movements
- pelican crossings and pedestrian safety issues
- how the car park at Holt Park would be managed; whether a residents' parking scheme could be implemented and the amount of money in the contingency fund

The Chief Planning Officer suggested that Ward Members be involved in ongoing discussions on the outstanding issues

The Panel then considered the next section of the route

Lawnswood and West Park – Ancaster Road to Otley Road/Otley Old Road junction, including Lawnswood roundabout

The issues and changes along this section of route were outlined to Members

Members were provided with updated information in respect of pedestrian and cycle routes, including the provision of a new dedicated cycle lane as part of the revised proposals; the impact on Listed Buildings and were shown photomontages of the tree growth of the proposed new planting after 1 year and 15 years

The Panel heard representations from an objector, Mr Kemp, Member of West Park Residents Association, who attended the meeting who raised concerns including:

- highways issues
- the quality of materials proposed for this section
- impact of relocating service bays and bus shelters

Members commented on this section of the route and questioned representatives of the NGT team

In summary, the main areas of discussion related to:

- the surfacing materials proposed in the West Park Area; which should take into account the close proximity of the boundary of the Conservation Area and to ensure high quality materials which reflected the Conservation Area were used in this location
- that the decision on whether buildings would host fixings for cables should rest with the owners of the buildings
- the revised proposals which would now create a continuous cycle lane and that this was welcomed
- the relocation of a bus stop and shelter at West Park

The Chief Planning Officer summarised the outstanding issues as being:

- clarification of the quality of materials at West Park, especially around the shops in the context of adjoining Conservation Area
- the location of bus stops and bus shelters

Representatives of the NGT team advised that they would need to consider the points raised in detail and review the proposals before providing a response to these issues

The Panel then considered the next section of the route

Otley Road – Shaw Lane to Ancaster Road

The issues and changes along this section of the route were outlined to Members

The Panel was informed that enhanced planting in the form of larger trees and some super replacement trees was now proposed. Further changes were the introduction of a new pelican crossing, the relocation of a bus stop and the provision of a turning head which would aid deliveries to nearby premises. Reference was made to the site visit by Members which had taken place during the summer, in line with a request made at the meeting on 25th June 2013

Draft minutes to be approved at the meeting to be held on 21st November 2013

The Panel heard representations from two objectors, Mr Thomas and Mr Damdone, who attended the meeting and who raised concerns which included:

- the increase in traffic and the impact on the village environment
- highways issues
- the impact of the proposals on local businesses

Members commented on this section and questioned representatives of the NGT team

In summary, the main areas of discussion related to:

- the impact of planned and potential new residential developments in Adel on highways
- the traffic priority to be given to NGT with concerns that this would lead to traffic backing up on to Weetwood Lane, given the proposed new junction arrangements
- the impact of the proposals on local bus routes
- the existence of some housing for older people along the new access route and whether representations had been received from these residents
- access arrangements to the nearby car park for Bryan's Fish Restaurant, near to the junction of St Chad's Road and Weetwood Lane
- the possibility of an alternative solution to diverting part of Weetwood Lane and whether this could be accommodated in the TWAO

In addressing these issues the following information was provided:

- that the proposals were to divert the last, short section of Weetwood Lane to a new junction at St Chad's Road and that it would be possible to control the level of traffic using Weetwood Lane
- regarding traffic priority, that capacity could be monitored and could be altered if necessary to allow more traffic through before the lights changed
- that the junction had been modelled and potential growth considered, with the view that the proposals would make movements easier and would not lead to queuing traffic
- that currently the NGT team did not appear to have received any representations from residents at St Chad's Road but that these could still be with the Secretary of State
- in relation to the car park, discussions could take place with the owner about the provision of another access
- that if an alternative solution to the diversion of part of Weetwood Lane could be found, so long as it was within the Order limits, the change could be accommodated

The Chief Planning Officer summarised the outstanding issues as being:

- the location of the bus stop and fine tuning on how this would work

- further dialogue on the proposals to take place with the Weetwood Residents' Association and local businesses

The Panel considered the next section of the route

Headingley – Hyde Park Corner junction to Shaw Lane including Headingley Hill and section behind the Arndale Centre

The issues and changes along this section of the route were outlined to Members

The Panel was informed of the creation of a new area of public open space which would include tree planting; new pathways and a wild flower meadow. In respect of the issue raised at the June meeting about proposed paving on Headingley Hill, an upgrade was now intended, with Yorkstone being provided at this location

In terms of the impact of the proposals on the former Leeds Girls High School, it was stated that no further changes had been made since Panel was last consulted and that some limited demolitions would still be required

The Chair allowed a series of graphics, tabled by one of the objectors, to be circulated to the Panel for their information. The Panel heard representations from two objectors, Mr Wilson and Ms Randall, who attended the meeting and who raised concerns including:

- loss of historic buildings and mature trees
- the impact of the proposals on Headingley and its residents
- the impact of the proposals on St Columba's Church
- the replacement tree planting and the maintenance of this

Members commented on this section and questioned representatives of the NGT team

In summary, the main areas of discussion related to:

- the lighting proposals behind the Arndale Centre; the importance of ensuring this should be at a safe level for local residents and pedestrians and the need to focus on human safety rather than the safety of foraging bats as a priority
- loss of some mature trees; the need to ensure that replacement species were properly maintained to enable them to flourish and for resources to be factored in to achieve this
- the importance of ensuring there were strict conditions to control the replacement tree planting and long-term maintenance

In addressing these issues, the following information was provided:

- that there was a balance to be struck between safeguarding bat habitats and the safety of pedestrians and residents. Whilst detailed discussions were to be had on this matter, that what would be provided would be low level and directional lighting which would provide illumination in line with safety and highways standards

The Chief Planning Officer summarised the outstanding issues as being:

- the proposed condition 7 relating to the landscaping scheme should list the new public open space
- the proposed condition 13 relating to lighting should specify the area behind the Arndale Centre

The Panel then considered the next section of the route

Woodhouse Moor – Hyde Park Corner junction to Clarendon Road

The issues and changes along this section of the route were outlined to Members

Members were informed that the size of the new grassed area had been increased and there would be improvements to the steps and area around the monument

The Panel heard representations from an objector, Mr McKinnon, Member of Friends of Woodhouse Moor, who attended the meeting and who raised concerns which included:

- that replacement land was not being offered
- that a similar scheme in Liverpool had not been granted
- safety issues

Members commented on this section of the route and questioned representatives of the NGT team

In summary, the main areas of discussion related to:

- that the original intention for this section was for the trolley bus to run on the road and why this had been changed
- traffic flow; that traffic volume had not decreased and that the period for peak traffic was extending
- Monument Moor; that the current open area should be retained as grassland rather than a wild flower area as this could be better used by local residents in good weather
- that local residents' groups should be consulted on the landscaping proposals to Monument Moor
- the level of noise from trolley buses

In addressing these issues, the following information was provided:

- that minimising the loss of trees and the opportunity to avoid potential congestion at the right turn onto Clarendon Road had been the reason why the NGT would not run on the road at this point
- that the proposals to include a wildflower section had been in response to a request from a local Ward Member; were limited to only part of the open space and would enhance its quality
- that although trolley buses were quieter than diesel buses they were not silent and were considered not to pose a road safety risk

The Chief Planning Officer summarised the outstanding issues as being the need for further discussions to include local residents' groups as to how the landscaping proposals to Monument Moor could be refined and improved

The Panel then considered the next section of the route

Universities area – Clarendon Road to Cookridge Street

Members were informed that there were no changes to this section, although there would be some encroachment on to land at the College of Art. A further NGT stop had been included which would serve the Metropolitan University, although a final decision on whether this would be provided had not yet been taken. There were also some alterations around Cookridge Street to address traffic movements

The Panel heard representations from an objector, Ms Wonnacott, Principle of the College of Art, who attended the meeting and raised the following concerns:

- that the College of Art had not been informed of the proposals affecting the premises
- the impact of the land take at the College on its setting and on safety grounds for its staff and students

Members commented on this section and questioned representatives of the NGT team

In summary, the main areas of discussion related to:

- the impact of the proposals on the College of Art and why these had not been presented previously and the lack of consultation with the College
- the funding for the reconfiguration of the entry to the Rosebowl car park; parking issues outside the O2 Academy and traffic movements from Cookridge Street out of the city centre and Portland Crescent on to the highway network

A representative of the NGT team apologised to the Principal of the College of Art for the lack of consultation over the requirement for an area of land and stated that the NGT team wished to commence constructive dialogue with the College on this issue

In addressing the points which had been raised by Members the following information was provided:

- that alternatives to requiring land at the College of Art had been investigated but that the necessary highway works to provide a right turn could not be accommodated at Blackman Lane. Regrettably, the NGT team had concluded that some land take would be appropriate and would be happy to investigate this further
- that the access reconfiguration to the underground car park at the Rose Bowl would be funded by NGT and that the new roundabout at the Dry Dock would allow for journeys out of the city centre to be made, but in a different way from the current arrangements

Concerning the requirement for land owned by the College of Art, a site visit was proposed to enable Members to better understand the situation which had now been brought to their attention. It was agreed this would take place as an additional visit to those proposed on 24th October 2013

Draft minutes to be approved at the meeting to be held on 21st November 2013

Members were informed that the additional information they had sought regarding the number of bus movements at Holt Park and the position of expansion proposals to Lawnswood Cemetery had been obtained

In peak traffic, there were currently 17 buses per hour at Holt Park and the NGT proposals would add a further 5 journeys per hour. However, it was stressed that as it was a de-regulated industry, these numbers could change

In respect of Lawnswood Cemetery, the Chief Planning Officer stated that whilst an expansion of this had been considered, it had been concluded that mitigation measures required for the loss of sports facilities would be significant and that alternative sites at Whinmoor and Elmete were being considered to ensure sufficient burial capacity

At this point in the meeting the Panel was informed of two late letters of support received from Muse Developments and Allied London.

Members noted these letters of support.

City Centre – Cookridge Street to New Dock.

The issues and changes along this section of route were outlined to Members.

The Panel heard representations from an objector, Ms Carey Jones, who attended the meeting and who raised concerns which included:

- the encroachment on green spaces and loss of mature trees in the City in constructing the NGT route; and
- the potential negative impact the scheme would have on Millennium Square.

Members questioned the NGT team about the precautions that would be put in place to ensure the safety of pedestrians on Millennium Square.

The NGT team commented that speed restrictions would be in place around the millennium square area. Furthermore it was put to the Committee that the main area of Millennium Square would be unaffected and that the environmental space on Cookridge Street would be enhanced with the planting of more trees. Both Millennium Square and City Square had been designed with the proposed NGT route in mind

New Dock to Stourton

The issues and changes along this section of route were outlined to Members.

The Panel heard representations from two objectors, Mr Liptrot and Mr Heaton, who represented 11 landowners and businesses in the area and who raised concerns which included the potential difficulties in accessing Pym Street and the effects this might have on businesses in the area

The NGT team confirmed that they had canvassed opinion of residents affected by the proposed route in and around Belle Isle Circus to establish views on the scheme and that they would continue to do so. It was also confirmed to the Panel that a new substation would be constructed at the park and ride site which would be hidden from view through careful landscaping.

Members discussed the businesses in Pym Street giving consideration to effects of the proposed trolley bus route on these businesses. Members also noted that the recession could have played a part in the recent struggle of some businesses in the area. Alternative access routes to Pym Street were considered by Members.

The NGT team highlighted proposed access routes for Pym Street.

It was requested by the Chair that further consideration was given to the options for accessing Pym Street and that these be included within the next report to the Panel on November 21st 2013.

RESOLVED –

(a) That the Panel provide its support to the details of the project set out in the submitted report subject to the various changes and revisions and amendments to conditions set out in the above minute and continued dialogue with key affected groups

(b) That with regards to the compulsory purchase of land owned by the Leeds College of Art that a visit take place prior to the next meeting and that a progress report on these proposals be submitted for Members' consideration;

(c) That a progress report be received in relation to the effect of the trolleybus route on the access arrangements to the businesses on Pym Street

(d) That the NGT team continue further dialogue with the groups as requested by the Plans Panel

82 Date and Time of Next Meeting

Thursday 24th October 2013 at 1.00pm in the Civic Hall, Leeds