

---

## Report of the Chief Planning Officer

### *City Plans Panel*

Date: 23<sup>rd</sup> November 2017

**Subject: Planning Application Reference 17/04425/FU Bridge across the River Aire from the former Low Fold development site to the former Hydro Aluminium development site at land at Low Fold, South Accommodation Road and at Clarence Road, Hunslet, Leeds.**

#### **Applicant**

Citu (Low Fold) LLP

#### **Date Valid**

06.07.2017

#### **Target Date**

24.11.2017

---

#### **Electoral Wards Affected:**

**City and Hunslet**  
**Burmantofts and Richmond Hill**

☐ Yes

Ward Members consulted  
(referred to in report)

#### **Specific Implications For:**

Equality and Diversity

☐

Community Cohesion

☐

Narrowing the Gap

☐

---

#### **RECOMMENDATION:**

**DEFER and DELEGATE to the Chief Planning Officer for approval subject to the specified conditions set out in Appendix 1 (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations:**

- **Public access across the bridge to link the Low Fold and Clarence Road development sites.**

**In the circumstances where the Section 106 has not been completed within 3 months of the resolution to grant planning permission, the final determination of the application shall be delegated to the Chief Planning Officer.**

#### **Conditions**

Draft Conditions for 17/04425/FU are attached at Appendix 1 of this report.

#### **1.0 Introduction**

This report is a major new pedestrian and cycle connection between "South Bank" and "East Bank" of the River Aire, on the edge of Leeds City Centre. The scheme

would complement the planned and under construction new housing provision and place-making opportunities in the South Bank and Aire Valley by connecting two major housing development sites by the developer Citu, and it would have wider benefits in improving connections across this part of the City.

## **2.0 Site and Surroundings**

2.1 The application site is drawn around the proposed bridge abutments and across the River Aire. The pedestrian and cycle access to the bridge and ramp structures themselves are part of the planning permissions for the Clarence Road housing site (ref.16/02420/FU) and the Low Fold housing site (ref. 15/00415/FU).

2.2 On the south-west (Clarence Road) side of the River Aire is a 1.6 hectare vacant brownfield site within the South Bank sub-area of the Aire Valley Leeds Area Action Plan, which benefits from planning permission for 205 dwellings and associated public realm. The site has been vacant since 2005 when the foundry closed, and the buildings have subsequently been demolished. The wider Clarence Road site is bounded by the River Aire and Transpennine Trail to the east, and Clarence Road to the west. To the north is the Liberty Dock student flats, and to the south, industrial premises at Vickers Oils. Allied Glass is located to the south west. The site also has potential to connect to East Street, Cross Green and Richmond Hill for pedestrians and cyclists by linking over the River Aire to the Low Fold site. The nearest primary school is Richmond Hill and the closest secondary schools are Mount St. Mary's, the Ruth Gorse Academy on Black Bull Street and the University Technical College at Braime's Pressings on Hunslet Road. Further education facilities nearby include Leeds City College Printworks Campus, and Leeds College of Building, also on Hunslet Road. Local shops and services include the Tesco foodstore, gym and food and drink uses within a 5 minute walk at Leeds Dock. Sandwich shops, pharmacy and medical centre (Richmond Hill Medical Centre) are located at the junction of Ellerby Lane/Dial Street. These can be walked to within 10 minutes. The City Centre retail core is 20-30 minute walk away. Crown Point Retail Park is approximately 10-15 minutes' walk away. The site lies in flood risk zone 3. The road entrance to the site did flood in the Boxing Day 2015 floods, the assessment of flood risk for the bridge proposal is set out in the appraisal section of this report.

2.3 The Low Fold site on East Street/South Accommodation Road is an approximately 6-acre/2.4 hectare brownfield site on the eastern fringe of Leeds City Centre, within the Aire Valley regeneration area. The site is bounded by the River Aire to the south-west and the Inner Ring Road to the north. Beyond the road network lies traditional housing at Richmond Hill. The majority of the Low Fold site lies in flood risk zone 1, but parts of the site lie in flood risk zones 2 and 3. To the north lies the Echo residential development (14 storeys). Local heritage assets include the Grade I listed St. Saviours Church, Grade II listed Boyds Mill, and the Grade II listed St. Hilda's Church. To the north west lies the Rose Wharf (Grade II listed) offices and its car park. To the south east lies a cleared site at the junction with South Accommodation Road and the A63 Pontefract Lane. Works are underway on-site to deliver the approved Low Fold development by the applicants Citu for 312 low carbon homes and associated public realm.

## **3.0 Proposal**

3.1 The bridge would be approximately 50 metres long and with a minimum width of 3 metres. It would feature structural hollow box section deck and would contain some services between the two sites including the district heating pipework infrastructure from the RERF at Cross Green. The bridge deck would be clad in a series of profiled fins in Corten pre-weathered steel which form the balustrades at 1400mm in height. The slatted fins would be arranged in an expanding and contracting helix-like pattern.

The bridge would be carried by a simple mast and suspension arrangement, with a paired mast rising ten metres above bridge landing level on the Clarence Road site with one set each of forestays and backstays. Approaches to the bridge include both ramped and stepped routes from the landscaped realm are incorporated in the design of both development sites. This would allow all users to pass across the River Aire whether on foot, by bike, wheelchair or with children in pushchairs. On the Clarence Road side, access would be from the river side path Transpennine Trail or from the riverside public space within the site, and the bridge would connect to the new landscaped terraced public realm from the Low Fold site. The bridge deck would have a maximum gradient of 1 in 20. The planning application is supported by the following documents:

- Scaled Plans
- Design and Access Statement
- Flood Risk Assessment
- Land contamination desk top study
- Construction Method Statement (Biodiversity)
- Ecology report

#### **4.0 Relevant Planning History**

- 4.1 Under reference 15/00415/FU planning permission was granted for 312 dwellings including new open space and associated works at the Low Fold site, South Accommodation Road and East Street. This nearby development on the River Aire is under construction by the applicants Citu. The provision of a bridge is a requirement of the Section 106 agreement attached to this planning permission. A number of planning conditions have been discharged, and Citu have submitted an application for a Minor Material Amendment to the approved plans, ref. 17/05263/FU Variation of condition 2 (approved plans) of approval 15/00415/FU to amend the approved drawings to reflect layout and house design changes including a minor increase in units to 316 from 312 dwellings, and this is currently under consideration.
- 4.2 Under reference 16/02420/FU planning permission was granted for 205 dwellings, made up of a mixture of flats, live-work units and houses, to high sustainability standards, with associated private and public space, and ancillary community, retail and café uses, at land to the east of Clarence Road. This site would also act as the landing point for the bridge from the Low Fold site, and will also be developed by applicants Citu.
- 4.3 Application reference 16/04171/FU for a bridge for pedestrians and cyclists across the River Aire from the former Low Fold development site (Right Bank) to the former Hydro Aluminium development site (Left Bank) was withdrawn in 2016.

#### **5.0 Public/Local Response:**

- 5.1 Planning application publicity
- Site Notices posted 04.08.2017
  - Press Notice published 21.07.2017
  - City and Hunslet Ward, and Burmantofts and Richmond Hill Ward Councillors consulted by email 14.08.2017
- 5.2 Comments from Leeds Civic Trust (LCT) can be summarised as follows:
- LCT support the proposal in principle
  - A key concern, which the Trust share with other stakeholders, is the potential for cyclists to use the bridge as part of a wider network of routes in East Leeds - it has been argued that the bridge width, the 'contorted' approach ramps and the parapet height would limit the extent to which the route can be used safely and conveniently by cyclists. However the Trust understands the challenge that the applicants face

with the change in levels across the two sites, and the need to minimise land-take for ramps, in order to maximise useable public space on both sides of the river. Although it understands many different options have been considered already, LCT urge the applicant to continue to explore other ramp arrangements which might enhance the position for cycling without losing public open space.

- With regard to the parapet height, as some cyclists will inevitably ride over the bridge, LCT would urge the applicant to give further consideration as to whether it can be raised slightly while not restricting views for younger pedestrians.

- The Trust welcomes plans to accommodate the district heating system pipes in the bridge.

- In conclusion, the Leeds Civic Trust supports the development of this interestingly designed bridge which will enhance permeability in the area through introducing a valuable river crossing linking innovative residential developments.

5.3 Two objections have been received from Leeds residents, and their concerns can be summarised as follows

- the bridge should be designed so that cyclists do not need to dismount, some disabled cyclists would not be able to dismount, the bridge design should take account of all users.

- the bridge could include a lighting scheme to enhance the river corridor at night

## **6.0 Consultations Responses:**

### **6.1 Statutory:**

#### **6.1.1 Environment Agency**

No objection subject to conditions regarding the implementation of the measures identified in the Flood Risk Assessment, and that the bridge shall be of single span design, with a soffit no lower than 27.9mAOD and that the abutments shall not enter the watercourse.

#### **6.1.2 Canal and Rivers Trust (CRT)**

The Trust is navigation authority for the River Aire at this point, which is identified as a priority freight route. The role of this route for freight is identified within the adopted Leeds Natural Resources and Waste Local Plan. It is important that the bridge is designed to limit any hazard or restriction to such freight movements. They understand from the plans that the proposed bridge will leave at least 4.3m clearance from the highest operating water level within the river, and that no pillars or posts are proposed within the river. If this is the case, then they do not wish to make further comments upon the impact upon craft navigation. The bridge will encourage pedestrian use along the river, and for this reason the developer could consider the installation and maintenance of lifesaving equipment at the bridge. Throw lines in a combination locked cabinet with access to the emergency services are utilised upon neighbouring pedestrian bridges upon the River Aire in Leeds. They would note that the Leeds Core Strategy includes requirements for development to deliver high quality inclusive design (policy P10: Design). CRT do not wish to make comment upon the bridge itself as proposed, but would ask that it is ensured that any footway resurfacing ties in with the existing towpath materiality and character, to ensure a consistent design approach along the waterway corridor.

### **6.2 Non-statutory:**

#### **6.2.1 Leeds City Council (LCC) Transport Development Services**

No objection, see appraisal section below 9.3

#### **6.2.2 LCC Flood Risk Management**

No objection.

6.2.3 LCC Nature Conservation

A Construction Method Statement (Biodiversity) has been submitted to avoid adverse impacts on protected species and pollution of the River Aire. It is expected that this will be implemented in full. A bat roosting/hibernation feature to be installed onto part of the underside or abutments of the bridge structure but at this stage the specification or location has not been agreed, therefore a planning condition is recommended.

6.2.4 LCC Public Rights of Way

No objection.

**7.0 Relevant Planning Policies**

**7.1 Statutory Context**

7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, the Development Plan for Leeds and this site comprises the following documents:

- The Leeds Core Strategy (Adopted November 2014)
- Saved Unitary Development Plan Review Policies (Originally Adopted 2006), and now included as Appendix 1 of the Core Strategy
- The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015)
- Aire Valley Leeds Area Action Plan (AVLAAP) (Adopted November 2017)

**Development Plan**

7.2.1 The Leeds Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. Relevant Core Strategy Policies include:

- Spatial policy 4 regeneration priority programme areas
- Spatial policy 5 Aire Valley Leeds urban eco-settlement
- Spatial policy 11 transport infrastructure investment priorities
- Policy CC2 City Centre south
- Policy CC3 improving connectivity between the City Centre and neighbouring communities
- Policy EN5 managing flood risk
- Policy G9 biodiversity improvements
- Policy P10 design
- Policy P12 landscape
- Policy T1 transport management
- Policy T2 accessibility requirements and new development
- Policy EN4 district heating

7.2.2 **Leeds Unitary Development Plan Review 2006 Saved Policies**

Relevant policies include:

- Policy GP5 all relevant planning considerations
- Policy BD2 new buildings
- Policy LD1 landscaping

7.2.3 **Leeds Natural Resources & Waste Plan**

The Natural Resources and Waste Development Plan Document (Local Plan) is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the

next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Relevant policies include:

- Water 2 protection of water quality
- Water 4 development in flood risk areas
- Water 6 flood risk assessments
- Water 7 surface water run-off
- Land 1 contaminated land
- Land 2 development and trees

#### **7.2.4 Aire Valley Leeds Area Action Plan (AVLAAP)**

The AVLAAP was adopted as a Development Plan Document at Full Council on 8<sup>th</sup> November 2017. The site lies within the boundary covered by the Aire Valley Leeds Area Action Plan (AVLAAP) which has been prepared and adopted in accordance with Core Strategy Spatial Policy 5. The proposed bridge links two riverside development sites which are allocated for housing (site AV33 – Low Fold) and housing and mixed use development (site AV14 – Former Hydro site Clarence Road) under Policy AVL7 of the AVLAAP. Site AV33 has planning permission for 312 dwellings (under construction) and site AV14 Clarence Road has planning permission for 204 dwellings. The AVLAAP proposes a pedestrian / cycle bridge to link sites AV33 and AV14, which is identified as a key transport improvement under AVLAAP Policy AVL12 (Strategic Transport Infrastructure Improvements In Aire Valley Leeds), AVLAAP Policy EB1 (Transport Improvements in East Bank, Richmond Hill and Cross Green) and is also set out under the site specific requirements for Sites AV14 former Hydro Aluminium site Clarence Road and AV33 Low Fold.

#### **7.3 Relevant Supplementary Planning Guidance/Documents includes:** SPD Accessible Leeds (November 2016)

#### **7.4 National Planning Policy Framework 2012 (NPPF)**

The NPPF sets out the Governments planning policies for England and how these are expected to be applied, only to the extent that it is relevant, proportionate and necessary to do so. The NPPF identifies 12 core planning principles (para 17) which include that planning should:

- Proactively drive and support sustainable economic development to deliver homes...
- Seek high quality design and a good standard of amenity for existing and future occupants.
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land)
- Promote mixed use developments and encourage multiple benefits from the use of land in urban areas
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

Section 7 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important that design is inclusive and of high quality.

### **8.0 Main Issues**

- 8.1 Principles of the scheme
- 8.2 Design
- 8.3 Accessibility and pedestrian/cycle safety
- 8.4 Flood risk
- 8.5 Public access

## **9.0 Appraisal**

### **9.1 Principle of the scheme**

9.1.1 Core Strategy Policy SP11 Transport Investment Priorities and Policies CC2 and CC3 advocate additional facilities for pedestrians and cyclists to improve safety and accessibility between the City Centre and surrounding neighbourhoods, to make walking and cycling easier. The adopted AVLAAP proposes a pedestrian/cycle bridge to link site AV33 Low Fold and AV14 Clarence Road. This is identified as one of the transport improvements under AVLAAP Policy EB1 for the east bank, Richmond Hill and Cross Green, and is set out under the site requirements for Site AV33 Low Fold. The aim of providing the bridge is to secure improved connectivity between the east and South Bank areas for pedestrians and cyclists to improve access to jobs, services and facilities and the existing pedestrian/cycle network along the river. AVLAAP Section 3.5 and Policy AVL12 focus the Core Strategy requirements for improved transport infrastructure including pedestrian and cycle connections, and the foot/cycle bridge crossing of the river between the application site and Low Fold is specifically identified in this policy. A new river bridge crossing would give improved access from Low Fold and the East Street corridor, Richmond Hill and Cross Green, to public transport on Clarence Road and Hunslet Road, the future City Park, convenience shopping, leisure, employment and other facilities at Leeds Dock, the education hub of Ruth Gorse Academy secondary school, Leeds City College Printworks, Leeds College of Building and Leeds University Technical College (UTC), and may act as a catalyst for the remaining under-utilised sites in Hunslet Riverside and South Bank. It would also improve access from Clarence Road to Mount St. Mary's school, Richmond Hill primary school, local facilities at Easy Road, Bow Street recreation ground and employment in the Aire Valley and the east of the City. The provision of the bridge would therefore meet Core Strategy Policies SP11, CC2 and CC3, and AVLAAP policies AVL12, EB1 and AVL7.

9.1.2 The bridge crossing from Low Fold was identified as a requirement of the planning permission for that site. At the time of the consideration of the Low Fold application, Citu proposed that they provide the bridge, however the cost of the bridge could not be met without amending the Council's normal affordable housing requirement. Citu would fund the full delivery of the river bridge (estimated at the time be approximately £1.1million) subject to a slight variation in the normal affordable housing requirement, with 16 units of a specific 1 and 2 bedroom flat mix rather than a full pro-rata mix of 1, 2, 3 and 4 bed dwellings. In the event that the bridge is not delivered, the affordable housing mix would revert to the fully policy compliant pro-rata mix. These provisions are set out in the Section 106 for the Low Fold development, which is now under construction. Therefore the provision of the bridge would be in accordance with the requirements of planning permission 15/00415/FU.

### **9.2 Design**

9.2.1 Core Strategy Policy P10 is a criteria based policy which aims to ensure that developments should respect and enhance existing landscapes, waterscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place with the intention of contributing positively to place making, quality of life and wellbeing, and that development is accessible for all users. It is considered that the variable spaced Corten fins based on an expanding and contracting 'helix' concept design provide a sculptural element in addition to meeting functional requirements and would enhance the green landscaped river corridor and its industrial heritage. The fins appear to fold and crank in sixteen different slat profiles along the bridge length. By varying the spacing and mirroring the orientation, a concertina-like appearance would be achieved. Details of the lighting of the bridge would be controlled by planning condition, in the interests of visual appearance, user

safety and biodiversity. In summary, it is considered that the detailed design and appearance of the proposal would meet Core Strategy Policies G9, P10 and P12.

9.2.2 The bridge span would allow for sufficient height above normal river levels and width to avoid disruption to the River Aire navigation, and the Canal and Rivers Trust and the Environment Agency have confirmed that they have no concerns about navigational safety.

9.2.3 The bridge would also carry district heating pipework infrastructure from the RERF at Cross Green. Whilst the Citu developments do not require additional heating through the district heating system, the pipes would need to cross the river in order to serve the significant regeneration opportunities on the South Bank, which will have a substantial energy requirement. By carrying the RERF infrastructure, this bridge can contribute to lowering the carbon emissions of the future South Bank developments, and help future developments to meet Core Strategy EN4.

### **9.3 Accessibility and pedestrian/cycle safety**

9.3.1 Development Plan policy in the AVLAP states that this bridge should be a pedestrian and cycle bridge. In discussions on previous withdrawn application reference 16/04171/FU, Highways officers referred to Government guidance LTN2/08 Cycle Infrastructure Design and advised that although the minimum width of a shared use route should be 3.0m wide, there may need to be extra width added to take account of the enclosure of the bridge parapets to ensure these do not cause obstructions to cyclists. Therefore Highways officers had originally suggested a minimum width of 3.5m. However, there are a number of constraints at this site which are relevant to the consideration of the proposed design:

- in order to provide the desired 3.5m width for a shared pedestrian and cycle bridge, Citu state that there would be a significant 19% increase in cost, which would need to be balanced against the increased cost to the applicant for providing the opportunity to carry district heating infrastructure, which is also a key objective for the Aire Valley and South Bank regeneration proposals. A further consideration is that the estimated cost of the bridge is now approximately £1.6 million, some £400,000 above the cost envisaged at the time of consideration of the Low Fold application when the Council's normal affordable housing requirements were relaxed to enable the delivery of a river bridge as detailed in paragraph 9.1.2 above.
- Due to the differing site level on either side and the need to maintain river navigation, the bridge would be accessed by ramped and stepped approaches. The construction requirements of these have been balanced against consideration of useable public realm and open space along the riverside, accessibility and directness of connection for pedestrians, cyclists and wheelchair users at the time of the Low Fold and Clarence Road planning applications in 2015/6. A wider bridge with corresponding wider ramps would reduce the amount of available public realm and riverside amenity space.

9.3.2 As a result of the above cost and site constraints, the proposed bridge would have a 3.0m minimum width deck and 1.4m high balustrades. The approach ramps and the bridge deck would have maximum gradient of 1 in 20. This is considered to be fully accessible for people with pushchairs and wheelchair users. However in the interests of the safety of more vulnerable bridge users, the applicants (who will own and manage the bridge) intends to advise by notice that cyclists dismount when crossing the bridge. Notwithstanding this it is likely that cyclists would still ride across the bridge at their own risk, and taking account of other users. It is considered that the proposed



1400mm balustrade height would provide a safe enclosure for cyclists to do this. In addition, it is considered that the design of the ramps would prevent cyclists from approaching the bridge at excessive speeds. As a result, safety of all potential users of the bridge would not be compromised.

9.3.3 Although the proposal does not fully meet guidance for a shared cycle and pedestrian bridge, it is considered that the benefits of the proposal such as the delivery of a connection over the river, its high quality design, the incorporation of the RERF pipe infrastructure, and its likely safe operation, weigh in its favour. On balance, the proposal would provide a necessary connection between the east of the city, the South Bank and City Centre, that is safe for all users, and on that basis the proposal is supported. It is considered that from an accessibility perspective the proposal would meet Core Strategy Policies P10 and T2 and Saved UDPR Policy GP5.

9.3.4 In response to comments by Canal and Rivers Trust, Citu will be undertaking resurfacing works to the towpath as part of their planning permission for the Clarence Road site, and the Council is the landowner of the towpath along this section. The surface treatment can therefore be controlled through planning conditions at delivery stage. With regard to comments about the provision of water-side life-saving equipment, Citu are committed to ensuring that their waterfront developments including the bridge are as safe as possible, and will enter discussions with Canal and Rivers Trust and the Riverside Safety Working Group on this matter.

#### **9.4 Flood Risk**

9.4.1 The applicant has submitted an acceptable Flood Risk Assessment, and it is therefore considered that the proposal would comply with the requirements of Core Strategy Policy EN5 and NRWDPD policies Water 4, 6, and 7.

#### **9.5 Section 106 Obligation - Public Access**

9.5.1 A legal test for the imposition of planning obligations was introduced by the Community Infrastructure Levy Regulations 2010. These provide that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms,
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Public access rights to either side of the bridge along the routes and spaces within the Low Fold and Clarence Road developments have been secured through the Section 106 agreements attached to their respective planning permissions. Citu would own, construct and maintain the bridge and public access rights would be secured through a further Section 106 agreement for the bridge link. This is considered to meet the legal tests.

#### **10.0 Conclusion**

10.1 In conclusion, it is considered that the applicants have provided a balanced planning case for the submitted bridge design, in that the most vulnerable users would be protected as they will not be in danger of conflict with cyclists that could be travelling at a much greater speed. If cyclist have dismounted and are pushing their bikes across the bridge this would ensure they are fully aware of other users. The proposal would offer a high quality design that would enhance the existing and emerging riverside character, provide appropriate biodiversity consideration, and be acceptable in flood risk and navigation safety terms. The bridge would complement a significant regeneration opportunity that would contribute to the delivery of the Council's adopted place-making vision for the transformation of the East Street corridor, and the South

Bank, supporting the delivery of high quality sustainable low carbon homes. The proposal is on balance in accordance with the Development Plan and national planning policy as described above. Therefore, it is considered that the proposal is acceptable subject to the specified conditions and associated reasons set out below. The application is recommended for approval.

**Appendix 1**

Draft Conditions for 17/04425/FU

**Appendix 2**

Proposed Layout Plan

**Background Papers:**

Application file 17/04425/FU

## **Appendix 1**

Draft Conditions for 17/04425/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 plans listed in the Plans Schedule

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

3) The approved Phase I Desk Study report indicates that a Phase II Site Investigation is necessary, and therefore development shall not commence until a Phase II Site Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority.

Where remediation measures are shown to be necessary in the Phase II Report and/or where soil or soil forming material is being imported to site, development shall not commence until a Remediation Statement demonstrating how the site will be made suitable for the intended use has been submitted to, and approved in writing by, the Local Planning Authority. The Remediation Statement shall include a programme for all works and for the provision of Verification Reports.

To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site 'suitable for use'.

4) If remediation is unable to proceed in accordance with the approved Remediation Statement, or where significant unexpected contamination is encountered, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. An amended or new Remediation Statement shall be submitted to, and approved in writing by, the Local Planning Authority prior to any further remediation works which shall thereafter be carried out in accordance with the revised approved Statement.

To ensure that any necessary remediation works are identified to make the site suitable for use.

5) 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 verification information has been approved in writing by the Local Planning Authority.

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be suitable for use.

6) No above ground works shall take place until details and samples of all external materials including surfacing have been submitted to and approved in writing by the Local Planning Authority. Samples shall be made available on site prior to the commencement of building works, for inspection by the Local Planning Authority which shall be notified in writing of their availability. The building works shall be constructed from the materials thereby approved.

In the interests of visual amenity.

7) Prior to first use the bridge, a plan prepared by an appropriately experienced ecologist to show integral bat roosting and hibernation features within the bridge structure shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan will show the number, specification of the bat roosting and hibernation features and where they will be located. All approved features shall be installed prior to first use of the bridge and retained in a condition suitable for their purpose thereafter.

To maintain and enhance biodiversity in accordance with Core Strategy Policy G9, the NPPF and BS 42020:2013.

8) The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) by Weetwood, Final Report v1.0, dated July 2017, and the following mitigation measures detailed within the FRA:

a. the bridge shall be of single span design, with a soffit no lower than 27.9mAOD.

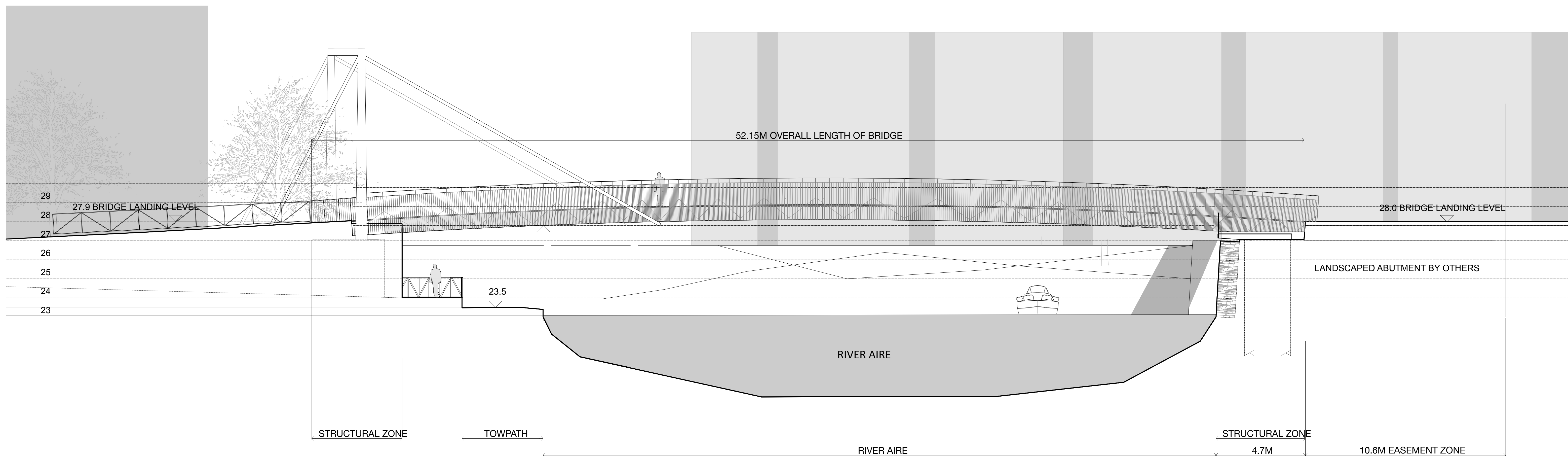
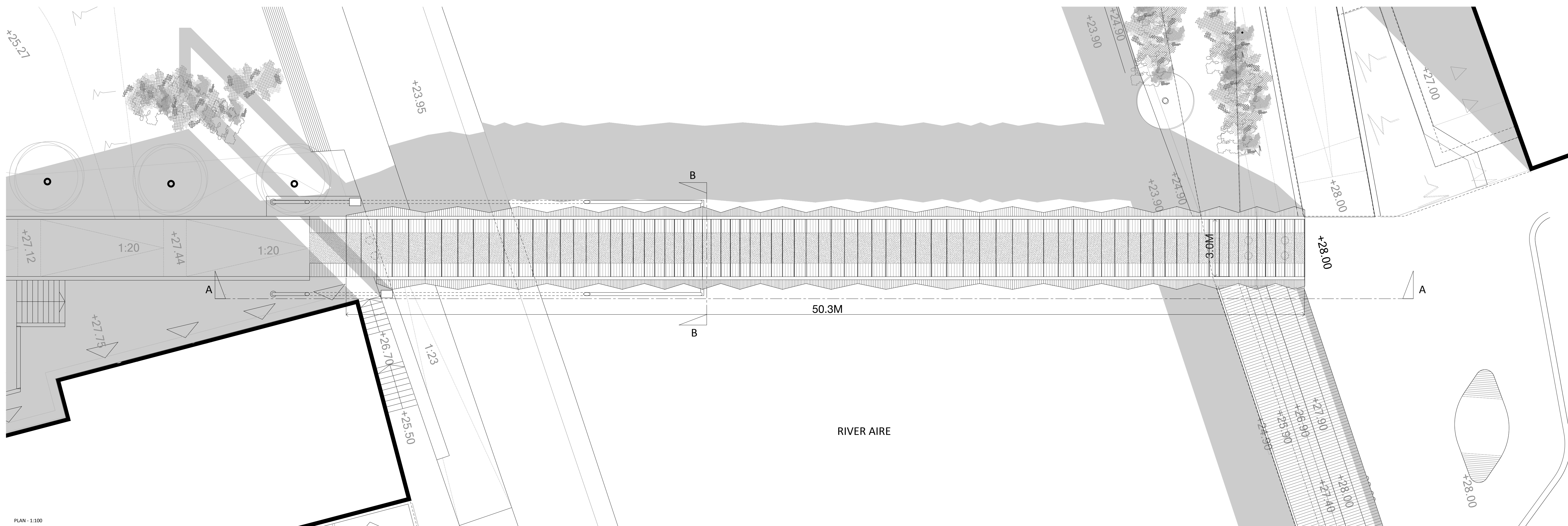
b. the abutments shall not enter the watercourse.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

To reduce the risk of flooding to others.

9) Prior to commencement of above ground works, details of lighting to the bridge shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details from first use of the bridge, and operated as such thereafter.

In the interests of community safety, visual amenity and biodiversity.



GENERAL NOTES FOR CONTRACTORS

The contractor is responsible for checking all dimensions, tolerances and references. Any discrepancy is to be notified to the Architects before proceeding with the work.

Where an item is covered by drawings to different scales, the larger scale drawing is to take precedence.

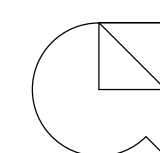
Do not scale drawings, figured dimensions are to be worked to in all cases.

This drawing is copyright ©2016 GAGARIN Studio

REVISION NOTES /

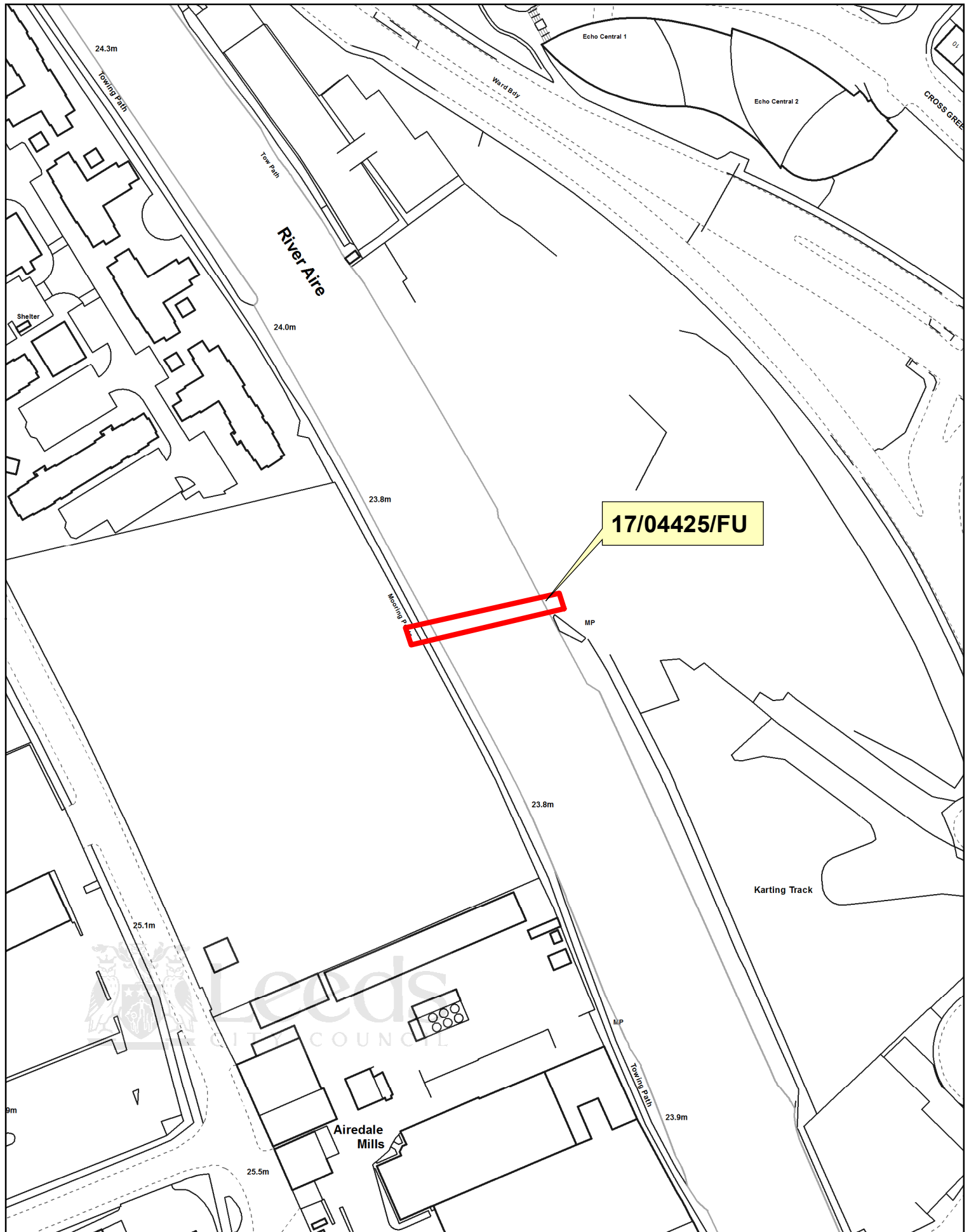
PROJECT / CITU BRIDGE  
RIVER AIRE  
LEEDS  
POSTCODE / -  
JOB NO. / GAG 54  
DWG TITLE / BRIDGE PLAN & SECTION A-A  
DWG NO. / 2001 REV / C  
DRAWN BY / PC CHECKED BY / SG  
DATE / 08.06.2017  
SCALE / 1:100 PAPER SIZE / A1  
STATUS / PLANNING

GAGARIN Studio  
Unit 5  
Causeway Hall  
Dispensary Walk  
Halifax  
West Yorkshire  
HX1 1QR  
Tel: 01422 300042  
Mob: 07712 409132  
Email: [INFO@gagarinstudio.co.uk](mailto:INFO@gagarinstudio.co.uk)



(dp)<sup>2</sup>  
DP Squared Ltd  
4 Albert Street  
Hebden Bridge  
HX7 8AH

1 / 100 @A1



# CITY PLANS PANEL

© Crown copyright and database rights 2017 Ordnance Survey 100019567

PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/1500

