



Leeds
CITY COUNCIL

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Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 1 April 2010

Subject: APPLICATION 09/04625/FU ADDITION OF NEW SOUTHERN ENTRANCE WITH ACCESS WALKWAY AND NEW FOOTBRIDGES TO RAILWAY STATION AT LEEDS CITY STATION, NEW STATION STREET, LEEDS 1.

APPLICANT

Network Rail (Infrastructure)
Ltd.

DATE VALID

27 October 2009

TARGET DATE

22 December 2009

Electoral Wards Affected:

City and Hunslet

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

GRANT planning permission subject to the specified conditions recommended at 4 March 2010 Plans Panel, with the following revised condition 16 and new conditions 20 and 21:

Conditions

- 16) Prior to the commencement of development, details of arrangements to assess, enhance (where necessary) and monitor, the Granary Wharf public realm, River Aire, and waterspace shall be submitted to and approved in writing by the Local Planning Authority. The details shall include provision for any necessary enhancements to litter collection, signage, litter bins, lighting and CCTV coverage. The details as approved shall be implemented on first use of the approved southern access and retained thereafter, unless otherwise agreed in writing.

In the interests of amenity and the character of the surrounding area.

- 20) Development shall not commence until full construction details of the areas of the scheme to be in contact with the banks of the River Aire have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

To ensure the compatibility of the station southern access with the proposed Leeds Flood Alleviation Scheme.

- 21) The development hereby permitted shall only be carried out in accordance with the approved AECOM Flood Risk Assessment dated October 2009, and Addendum dated 14 January 2010.

To ensure that the development is in compliance with the Flood Risk Assessment and Addendum submitted to support the application.

Reasons for approval: The application is considered to comply with the Regional Spatial Strategy for Yorkshire and the Humber 2008, Leeds Unitary Development Plan Review 2006 policies GP5 BD2 BD3 BD4 BD5 BD6 N12 N13 N19 CC3 CC5 Proposal Area 31A Holbeck Urban Village T1 T2 T9 T10 and A4, Leeds Waterfront Strategy, Leeds City Centre Urban Design Strategy, Leeds Street Design Guide, Neighbourhoods for Living, Holbeck Urban Village Revised Planning Framework and, as well as guidance contained within PPS1, PPS4, PPS9, PPG13, PPG15, PPS23, PPG24, PPS25 and, having regard to all other material considerations, is considered acceptable.

1.0 APPRAISAL

- 1.1 At Plans Panel on 4 March 2010 Members resolved to defer and delegate final approval to officers subject to a further report to Panel setting out how cycling facilities could be improved, and consideration of the potential impact of increased footfall on the public realm within the Granary Wharf scheme.
- 1.2 Firstly, in relation to the public realm at Granary Wharf, survey data and modelling suggests that the number of passengers expected to pass to/from the new entrance will peak at an estimated 2500 passengers in the busiest peak hour of 8am-9am and of this only an estimated **750** would walk westwards through Granary Wharf. The Council's own pedestrian counts for Neville Street in 2009, carried on Victoria Bridge, showed that between 8am and 9am about 2500 people were passing along Neville Street along the existing 2.0m and 2.5m wide footways. Given the much wider space within the Granary Wharf development, and the fact that the quality of the surfacing and lighting within the Granary Wharf space is very high, it is not considered that there would be an unduly adverse impact on the use and upkeep of the public realm in Granary Wharf. It has always been envisaged that Granary Wharf would perform a vital role in connecting the City Centre to the Holbeck Urban Village and beyond (as stated in the Holbeck Urban Village Revised Planning Framework), and it is considered that its public realm is of a high quality robust nature, equal to this function. The applicant however is willing to review matters such as litter bins and litter collection, additional lighting, signage and CCTV arrangements in the vicinity of the new entrance. The applicants consider that these matters can be addressed directly with the owners of Granary Wharf and British Waterways as part of the land agreement required with these parties to deliver the entrance. The full details of these measures will be controlled by an appropriate planning condition.

- 1.3 Secondly, the applicant has offered some additional cycle storage provision for 20 cycles at the station southern access, within a nearby vacant arch, accessed from Dark Neville Street. Exact details would be controlled by planning condition. However the primary cycle storage facility will be a new 'CyclePoint', based on a concept from the Netherlands combining manned and cycle storage with retail, repair and hire facilities. This will be located adjacent to the main station entrance on New Station Street. CyclePoint will have facilities for 308 cycles. Work is due to commence in June 2010 and will be established in advance of delivery of the proposed southern access. Network Rail have stated that the CyclePoint will be in addition to the existing 60 cycle spaces provided at the station at platform one and the western entrance. In this context, it is considered that the cycle storage proposed for the southern access is acceptable.

2.0 PUBLIC/LOCAL RESPONSE:

- 2.1 Following their comments at 4 March Plans Panel, City Inn Hotels Limited, Granary Wharf have commented further by letter dated 19 March 2010:

- i. City Inn still have concerns regarding the management and maintenance of the Granary Wharf public realm. City Inn remain of the view that the application does not address the major impact that the flow of pedestrians generated by the southern access through Granary Wharf will have on the quality of the public realm, namely treatment of the immediate vicinity of the western landing point, the lighting arrangements in this area, proposals for enhancing surfacing through Granary Wharf, detailed measures such as signs barriers and litter bins, boundary treatment of the river edge, lack of offer of public art or planting. They therefore suggest conditions relating to public realm provision including signage and public art, litter collection, and boundary treatment.

As stated above it is not considered that the estimated number of pedestrians accessing the new station entrance through Granary Wharf would have an unduly adverse impact on the quality of the public realm. The applicant is willing to consider measures to enhance litter collection, litter bin provision, lighting, signage and CCTV arrangements to mitigate against any potential adverse impact, and these will be controlled by planning condition. It is not considered that additional public art or boundary treatments should be provided by the applicant as part of this proposal, as generally Officers are of the view that the quality and provision of public realm is already fit for purpose .

3.0 CONCLUSION

As resolved at Plans Panel 4 March 2010 and subject to the specified conditions as amended above, the proposal is recommended to Plans Panel for approval.

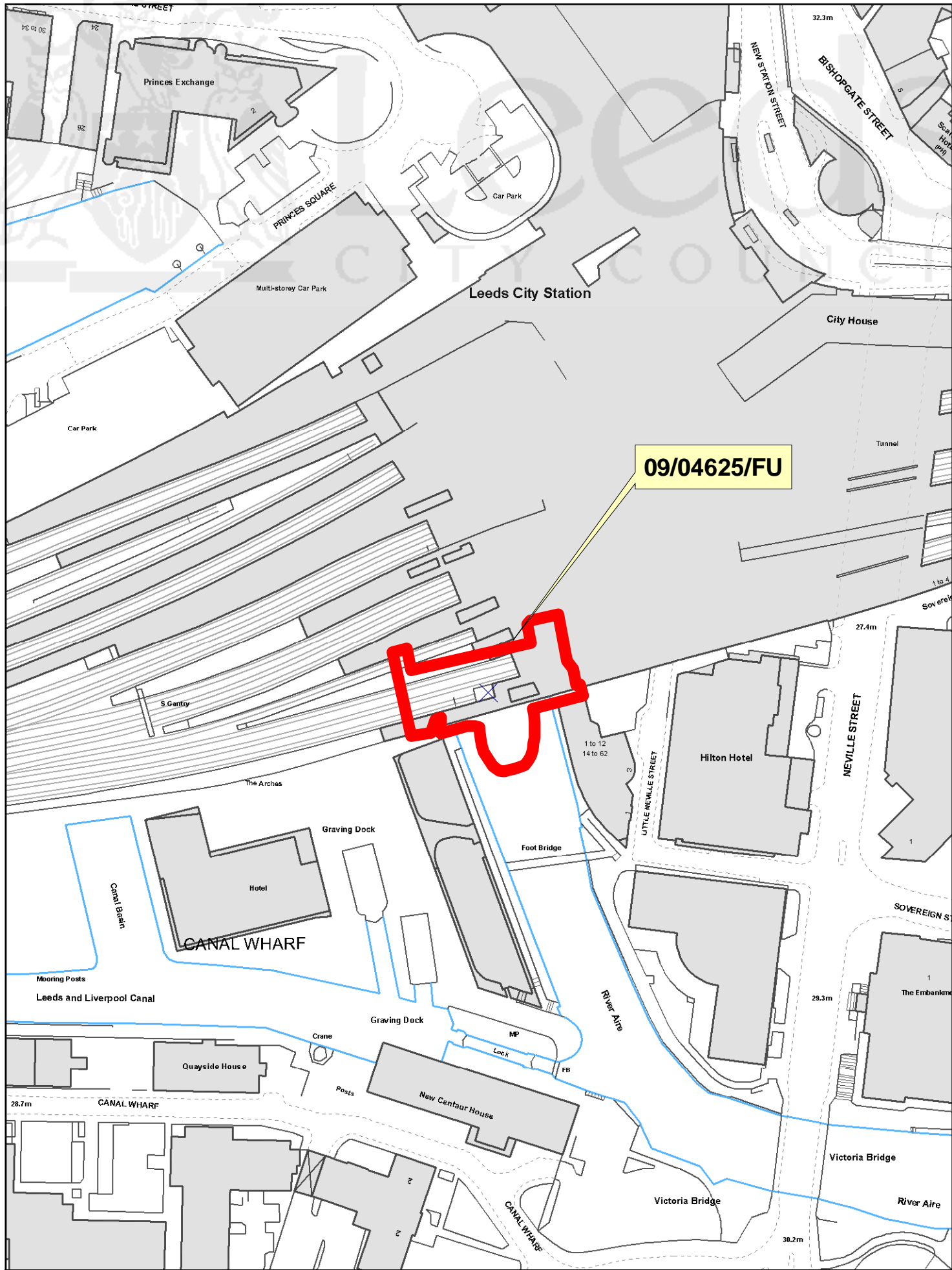
Background Papers:

Application file 09/04625/FU

Plans Panel (City Centre) 4 March 2010 report and minutes

Certificate of Ownership – Certificate B signed by applicant

Notice No. 1 served on British Waterways Board (27 October 2009), Isis Waterside Regeneration (27 October 2009), and Finsbury Estates (25 November 2009)



CITY CENTRE PANEL

Scale 1/1500

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