

Report of Metro (Development Team)

Report to South Inner Area Committee

Date: Wednesday 21st September 2011

Subject: Leeds Station Southern Entrance

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
	City and Hunslet	
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. Leeds Station Southern Entrance was awarded Programme Entry Approval by the Department for Transport in February 2011. Works is now commencing on the next stage of scheme development, detailed design.
2. A Transport and Works Act Order (TWAO) application will be made in early 2012 to obtain the necessary powers to deliver the scheme.
3. A period of consultation with affected parties and Statutory Consultees will commence in August/September.

Recommendations

4. That this report be noted.
5. That Area Committee Members advise Metro if further information or briefings are required.

1 Purpose of this report

- 1.1 To provide Area Committee Members with an update on the development of a new pedestrian entrance to the South of Leeds railway station, known as Leeds Station Southern Entrance (LSSE).

2 Background information

- 2.1 Leeds railway station is owned and managed by Network Rail and is one of the busiest stations outside London. The on-going development to the South of the railway station has created demand for a new entrance linking directly with the new developments. West Yorkshire PTE (Metro) and Network Rail are acting as co-Promoters (the Promoters) of the LSSE Scheme.
- 2.2 The outline design for LSSE was completed in May 2009. Full Planning Permission was granted by Leeds City Council in May 2010, subject to a number of conditions and subject to commencement within a 3 year period from the date of approval.
- 2.3 Following the General Election in May 2010 and the subsequent Comprehensive Spending Review, development of the project was paused. However, following the Department for Transport's (DfT) review of the Major Schemes, LSSE gained re-approved funding in late February 2011. The DfT have agreed to contribute funding to the scheme on the basis that the funding must be spent before the end of the current Government Term (March 2015).
- 2.4 In parallel to the re-approval of the scheme in February 2011 by the DfT, Metro has approved the third Local Transport Plan (LTP). Within the LTP, Metro has approved funds to enable develop the scheme up to Full Approval by the DfT.
- 2.5 The Promoters are now working on the next stage of scheme development, which is detailed design. The aim of this advanced work is to reduce the value of risk priced within contractor tender bids, by undertaking additional early preparatory works in areas where risk remains within the scheme design.
- 2.6 LSSE comprises a concourse deck over the River Aire within a visually iconic enclosed building. Open link span bridges will provide direct access from this concourse to the east and west banks of the river. The concourse also extends back through the span of the station viaduct to link with a further bridge running parallel to Dark Arches Neville Street. From the concourse, access to the station footbridge is provided by steps, escalators and a lift. At the station footbridge level the widened bridge provides an upper concourse with customer information screens, ticket vending machines, automated ticket barriers and the potential for a ticket office.

3 Main issues

- 3.1 To enable the delivery of the scheme, parts of the river bed will need to be acquired from a number of different land owners. In addition, the constrained nature of the site necessitates the requirement for a number of temporary land access rights during and after the construction phase. Rights of way would also be required over land adjoining the bridging points once the scheme is operational.

- 3.2 Early discussions with the DfT have confirmed that a Transport and Works Act Order (TWAO) is the appropriate mechanism to deliver LSSE.
- 3.3 In essence a TWAO is a package of plans and reports, similar to a large planning application, which is considered by the Secretary of State.
- 3.4 The package will contain among other items:
- Consultation Report;
 - Proposed Planning Conditions;
 - Various plans at different scales and details;
 - Design Statement;
 - Transport Assessment; and
 - Environment Statement
- 3.5 The Promoters are currently developing the extent of the TWAO submission plans and the limits of deviation. It has been assumed that the limits will be reduced prior to submission of the TWAO once further development work on the project has taken place. The consequences of having wide limits however means that the number of people affected is quite large. An initial land referencing study has shown that there are 254 titles that may be directly or indirectly affected by LSSE.
- 3.6 The TWAO 'Rules' require a 'Book of Reference' must be submitted as part of the application. The Book of Reference is required to contain details including the names of all owners, leasees, tenants or occupiers impacted by the scheme. Everyone listed in the Book of Reference will receive statutory notification when the TWAO application is made and will be provided with the opportunity to make representations for and against the scheme.
- 3.7 The current anticipated timetable is as follows:
- Early 2012 – TWAO application made
 - i. 12 week formal objection period commences on the date the application is made
 - ii. Late 2012 – A Public Inquiry may be required
 - Early 2013 – Secretary of State decision
 - Summer 2013 – Construction Commences
 - Summer 2014 – Scheme Open

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 An extensive consultation programme, to inform local residents, businesses and user groups about the scheme was held in Summer 2009. This included an exhibition in a prominent position in Leeds railway station over 5 days. Responses to the public consultation indicated a very high level of support for the scheme with 96% of respondents supporting the idea for a new Southern entrance at Leeds railway station.

- 4.1.2 The Promoters are now keen to engage with all parties who are directly and indirectly affected by the scheme. The Promoters will be writing to the affected parties to make them aware of the scheme, to open up lines of communication and to discuss any concerns each party may have.
- 4.1.3 The Promoters also have a statutory requirement to serve various Organisations / Authorities (e.g. Environment Agency, English Heritage) with a copy of the TWAO application and documents. The Promoters will commence consultation with these parties from late August onwards.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 None as a result of this report

4.3 Council Policies and City Priorities

- 4.3.1 The work outlined in this report contributes to the following City Priorities:

- Vision for Leeds;
- City Priority Plan; and
- Regeneration Priority Plan

4.4 Resources and Value for Money

- 4.4.1 None as a result of this report.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 None as a result of this report.

4.6 Risk Management

- 4.6.1 None as a result of this report.

5 Conclusions

- 5.1 The Promoters are now working on the next stage of scheme development, detailed design. Work has also commenced on the development of a TWAO, which the Promoters intend to submit in Early 2012. As part of the development of the TWAO consultation with affected parties and Statutory Consultees will commence in August/September.

6 Recommendations

- 6.1 That this report be noted.
- 6.2 That Area Committee Members advise Metro if further information or briefings are required.

7 Background documents

7.1 The Planning Application Number for LSSE is 09/04625/FU.

7.2 LSSE Major Scheme Business Case (November 2009).