Proof of Evidence of Eileen Thomas

(LSSE /PTE /P/4.2)

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Mott MacDonald
Core Strategy
Leeds Local Development Framework

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# CONTENTS

<table>
<thead>
<tr>
<th>1. INTRODUCTION</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. PROFILE OF LEEDS METROPOLITAN DISTRICT</td>
<td></td>
</tr>
<tr>
<td>i) Our City</td>
<td>8</td>
</tr>
<tr>
<td>ii) Our People</td>
<td>12</td>
</tr>
<tr>
<td>iii) Our Green Environment</td>
<td>14</td>
</tr>
<tr>
<td>3. SPATIAL VISION</td>
<td></td>
</tr>
<tr>
<td>Spatial Vision &amp; Objectives</td>
<td>16</td>
</tr>
<tr>
<td>4. SPATIAL DEVELOPMENT STRATEGY</td>
<td></td>
</tr>
<tr>
<td>4.1 Overview and Location of Development</td>
<td>19</td>
</tr>
<tr>
<td>4.2 City and Town Centres</td>
<td>23</td>
</tr>
<tr>
<td>4.3 Leeds City Centre</td>
<td>25</td>
</tr>
<tr>
<td>4.4 Regeneration Priority Areas</td>
<td>26</td>
</tr>
<tr>
<td>4.5 Aire Valley Leeds</td>
<td>30</td>
</tr>
<tr>
<td>4.6 Housing Development</td>
<td>31</td>
</tr>
<tr>
<td>4.7 Economic Development Priorities</td>
<td>37</td>
</tr>
<tr>
<td>4.8 Green Belt</td>
<td>42</td>
</tr>
<tr>
<td>4.9 Integration Transport and Spatial Planning</td>
<td>44</td>
</tr>
<tr>
<td>4.10 Managing Environmental Resources and Green Infrastructure</td>
<td>48</td>
</tr>
<tr>
<td>4.11 The Key Diagram for Leeds</td>
<td>50</td>
</tr>
<tr>
<td>5. STRATEGIC THEMES AND POLICIES</td>
<td></td>
</tr>
<tr>
<td>5.1 CITY CENTRE</td>
<td>51</td>
</tr>
<tr>
<td>5.2 MANAGING THE NEEDS OF A SUCCESSFUL DISTRICT</td>
<td></td>
</tr>
<tr>
<td>a. Housing</td>
<td>58</td>
</tr>
<tr>
<td>b. Supporting Employment Opportunities</td>
<td>69</td>
</tr>
<tr>
<td>5.3 PLACE MAKING</td>
<td>74</td>
</tr>
<tr>
<td>5.4 A WELL CONNECTED DISTRICT</td>
<td>92</td>
</tr>
<tr>
<td>5.5 MANAGING ENVIRONMENTAL RESOURCES</td>
<td></td>
</tr>
<tr>
<td>a. Green Infrastructure and Greenspace</td>
<td>94</td>
</tr>
<tr>
<td>b. Energy and Natural Resources</td>
<td>102</td>
</tr>
</tbody>
</table>
3. **SPATIAL VISION**

**Spatial Vision and Objectives**

3.1 Leeds has been successful in recent years in regenerating its older urban areas, attracting inward investment, strengthening the role and attractiveness of the City Centre and protecting the district’s distinctiveness and character. However, much remains to be done, especially given the consequences of the economic downturn and the reduction of public finance. In order for Leeds to move forward and to fulfil its potential as a major City and regional capital, a clear spatial vision is required to guide decisions on future developments and the policies that will help to deliver these. An integral part of this ‘vision’ is that local communities will be fully engaged with the need to bring about the sustainable growth of the city and to help the Council to manage investment in a way that delivers tangible community benefits.

3.2 The long term vision for the Leeds metropolitan district is that by 2028:

- Leeds will have maintained and strengthened its position at the heart of the City Region and has grown a strong diverse and successful urban and rural economy, with skilled people and competitive businesses, which are sustainable, innovative, creative and entrepreneurial. All communities will have equal chances to access jobs and training opportunities through the growth of local businesses.

- Leeds City Centre will remain a successful destination for the people of Leeds and beyond, with a vibrant commercial, leisure and cultural offer. The Trinity and Eastgate centres will be well established and the South Bank will be integrated into the City Centre, which includes a new City Centre park acting as a gateway to the Aire Valley.

- The spatial management of growth will be planned to balance the use of brownfield and greenfield land in a sustainable way, as part of an overall framework promoting development in suitable locations as a basis to meet identified needs.

- The distinctive settlement pattern within the Leeds district will be maintained and their character enhanced, whilst providing for and supporting new housing growth opportunities. The main urban area of Leeds will support the diverse and distinctive communities that surround it, separated by agricultural land, woodland, valuable green spaces, habitats, and amenity areas.

- Town and local centres will remain at the heart of their communities and provide a good range of shopping, services and local facilities.

- Aire Valley will become an innovative new living and working community which is a national model for sustainable development, accommodating up to 9,000 new homes and 35,000 new jobs within a distinctive green environment. An integral part of the urban eco-settlement will be the establishment of low carbon solutions, and energy requirements in established communities will have been significantly reduced by retrofitting.

- The Regeneration Priority Areas will have undergone successful transformations, in terms of having more attractive environments, improved
choice and quality of housing, better access to employment through improved education and training, and increased connectivity to adjoining neighbourhoods, including the City Centre.

- In reflecting the role of Leeds as a strategic transport hub (including Leeds City Station and Leeds Bradford Airport), serving existing communities and in planning for new growth, sustainable forms of development are delivered (which include public transport as an integral part). Consistent with the ambitions to be ‘the best city in the UK’, the Leeds will be better connected, by an accessible and integrated transport system, which supports communities and economic competitiveness.

- Leeds will have a wide network of multi-functional Green Infrastructure (including green space areas) which provides an improved quality of life for residents to enjoy healthier lifestyles. This will also be a strong incentive in attracting new business to the area. Through new development, opportunities will be taken to improve connections between Green Infrastructure to enhance its value and achieve a better spatial distribution.

- Leeds will be resilient to climate change through the use of innovative techniques and efficient use of natural resources.

- Place making will be embedded into the planning process which has led to the creation, protection, and enhancement of buildings, places and spaces that are valued by people. This will have a positive contribution towards better health and wellbeing, especially in communities where there have been clear health disparities and disadvantage.

Objectives

3.3 In reflecting this Spatial Vision, the following Objectives are set out below:

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<tr>
<th>(i)</th>
<th>City Centre:</th>
</tr>
</thead>
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<tr>
<td></td>
<td>In supporting the continued vitality, economic development and distinctiveness of the City Centre as the regional centre, the Core Strategy will:</td>
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<tr>
<td>1.</td>
<td>Accommodate first and foremost the needs of offices, shops, hotels, institutions and leisure and entertainment uses, accepting that there is a place for residential and supporting facilities such as parks, convenience stores, health centres, nurseries and schools;</td>
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<td>2.</td>
<td>Give priority to the development of land opportunities in the southern half of the City Centre.</td>
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<td>3.</td>
<td>Strengthen the vibrancy, distinctive character and cultural appeal of the City Centre,</td>
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<td>4.</td>
<td>Make the City Centre accessible to all, including improved pedestrian and cycle links to adjoining neighbourhoods.</td>
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</tbody>
</table>

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<tr>
<th>(ii)</th>
<th>Managing the Needs of a Successful District:</th>
</tr>
</thead>
<tbody>
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<td></td>
<td>To manage the needs of a growing City, the Core Strategy needs to:</td>
</tr>
<tr>
<td>5.</td>
<td>Plan for population growth and the implications of demographic change.</td>
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<td>6.</td>
<td>Promote a diverse, enterprising and competitive economy supported by a skilled work force.</td>
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<td>7.</td>
<td>Deliver economic development which makes best use of land and premises across the district in sustainable locations, accessible to the community and wider labour market.</td>
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<td>8.</td>
<td>Deliver housing growth in sustainable locations related to the Settlement Hierarchy, by</td>
</tr>
</tbody>
</table>
prioritising previously developed land in urban areas and through the phased release of greenfield sites to ensure sufficiency of supply and provision of supporting infrastructure.

9. Plan for a sufficient mix, tenure and type of housing to meet a range of community needs including affordable and specialist housing.

(iii) **Place making**
In supporting distinctive and cohesive places, the Core Strategy will:

10. Promote the role of towns and local centres as the heart of the community which provide a focus for shopping, leisure, economic development and community facilities, while supporting the role of the City Centre.

11. Support the provision of community infrastructure that is tailored to meet the needs of the community including high quality health, education and training, cultural and recreation, and community facilities and spaces.

12. Support high quality design and the positive use of the historic environment to create distinctive and cohesive places that include measures to improve community safety.

13. Promote the physical, economic, and social regeneration of areas taking into account the needs and aspirations of local communities.


(iv) **A Well Connected District**:
In the delivery of an accessible and integrated transport system to support communities and economic competitiveness, the Core Strategy aims to:

15. Increase the use of sustainable forms of transport by facilitating the delivery of new infrastructure and the improvement and management of the existing system, transport hubs and interchange (including Leeds City Station).

16. Ensure new development takes place in locations that are or will be accessible by a choice of means of transport, including walking, cycling, and public transport.

(v) **Managing Environmental Resources**:
In safeguarding the environment of the district, the Core Strategy needs to:

17. Protect natural habitats and take opportunities to enhance biodiversity through the creation of new habitats and by improving and extending wildlife corridors.

18. Secure development which has regard to its impact on the local environment and is resilient to the consequences of climate change, including flood risk.

19. Promote opportunities for low carbon and energy efficient heat and power, for both new and existing development.

20. Make efficient use of natural resources, including the implementation of sustainable design and construction techniques, the use of minerals, and the effective minimisation and management of waste.

21. Protect and enhance Green Infrastructure, strategic green corridors, greenspace, and areas of important landscape character, taking the opportunity to improve their quality, connectivity and accessibility through the development process.

(vi) **Implementation and Delivery**:
In progressing the proposals of the Core Strategy, the Council will:

22. Work in partnership with a wide variety of sectors and agencies including the Leeds City Region in the delivery of the Core Strategy and as a focus to explore opportunities for funding and delivery.

23. Work with local communities in Leeds to ensure that local people are involved in shaping the future growth of the city with appropriate community benefits.

24. Ensure that new development is served by appropriate levels of infrastructure to support the delivery of the Core Strategy.
SPATIAL POLICY 3: ROLE OF LEEDS CITY CENTRE

The importance of the City Centre as an economic driver for the District and City Region will be maintained and enhanced by:

(i) Promoting the City Centre’s role as the regional capital for major new retail, leisure, hotel, culture and office development;

(ii) Making the City Centre the main focus for office development in the District (focussed upon the West End, South Bank & Holbeck Urban Village);

(iii) Valuing the contributions to the life, vitality and economy of the City Centre made by the Universities, Leeds General Infirmary, Major Museums and Arena

(iv) Comprehensively planning the redevelopment and re-use of vacant and under-used sites for mixed use development and new areas of public space (including a major City Centre Park in the South Bank Area);

(v) Improving public transport links between the City Centre and the rest of the District, including Leeds Bradford International Airport;

(vi) Managing flood risk issues comprehensively through supporting the construction of the Leeds Flood Alleviation Scheme and use of other flood mitigation measures;

(vii) Enhancing streets and creating a network of open and green spaces to make the City Centre more attractive and easier for people to use and in consolidating and enhancing sense of place;

(viii) Improving connections between the City Centre and adjoining neighbourhoods;

(ix) Support the role of Leeds City Station, enhancing Leeds’ role as a regional transport hub and supporting the potential for the integration of high speed rail;

(x) Expanding city living with a broader housing mix (including family housing).

4.4 Regeneration Priority Areas

4.4.1 There needs to be a clear focus on parts of the district where there is a concentration of neighbourhoods performing below city and national averages across a range of indicators, but that also present opportunities for investment that will have a positive and lasting impact on those neighbourhoods and the city as a whole.

4.4.2 The Council, working with a number of key partners at the national and local level, seeks to address regeneration and housing needs citywide through a range of approaches and tools. These include:- joint ventures and partnerships with the private sector, improved use of public sector assets, the Homes and Communities Agency’s Affordable Homes Framework, planning obligations and proposed changes to the use of business rates, new investment mechanisms and initiatives (such as the Enterprise Zone at Aire Valley Leeds, the New Homes Bonus, Private Rental Sector Initiative and the Empty Properties Fund – the latter of which will allow the Council to generate additional income for re-investment in its priorities through building more homes, improving the quality of existing ones and bringing empty ones back into use as decent affordable rented accommodation), existing Council programmes, such as the Private Sector Lettings Scheme and the
SPATIAL POLICY 10: GREEN BELT

A selective review of the Green Belt will need to be carried out to accommodate the scale of housing and employment growth identified in Spatial Policy 6 and Spatial Policy 9, as well as an additional contingency to create new Protected Areas of Search (to replace those in the UDP which will be allocated for future development). The selective review will generally consider Green Belt release around:

(i) the Main Urban Area (Leeds City Centre and surrounding areas forming the main urban and suburban areas of the city);
(ii) Major Settlements of Garforth, Guiseley/Yeadon/Rawdon, Morley, Otley, Rothwell and Wetherby;
(iii) Smaller Settlements (listed in Table 1 : Settlement Hierarchy);

Exceptionally, sites in other settlements could be considered, where they are in sustainable locations with access to a range of local facilities and services and where sites are more appropriate in meeting the spatial objectives of the plan than the alternatives in higher order settlements. Otherwise review of the Green Belt will not be considered to ensure that its general extent is maintained.

In assessing whether sites in the selective Green Belt review should be allocated for development, the following criteria will be applied:

(iv) Sites will be assessed against the purposes of including land in Green Belts identified in national guidance (PPG2/Draft National Planning Policy Framework). These purposes are:
   o to check the unrestricted sprawl of large built up areas,
   o to prevent neighbouring towns from merging,
   o to assist in safeguarding the countryside from encroachment,
   o to preserve the setting and special character of historic towns; and
   o to assist in urban regeneration.

(v) Development proposals not part of the selective Green Belt review will be considered against the suite of Green Belt policies saved from the UDP and through the emerging guidance and legislation of the Localism Act.

4.9 Integrating Transport and Spatial Planning

4.9.1 As part of an overall development strategy, it is crucial that there is a co-ordinated and comprehensive relationship between development and transport to facilitate sustainable communities and ensure Leeds' continued economic success. The development of appropriate policies and interventions within Leeds must have regard to the wider role and context of Leeds, serving both Leeds as a district and as a transport hub for the City Region, with national road and rail networks converging in Leeds, and being host to Leeds Bradford International Airport (LBIA).

4.9.2 Integrated, sustainable transport is fundamental in supporting the ambitions of the Core Strategy and is necessary to deliver a range of policies across the plan. National policy is increasingly recognising the wider goals which transport needs to support, with a particular emphasis on transport’s contribution to economic growth and to tackling climate change. Metro, the West Yorkshire Integrated Transport Authority, is the Local Transport Authority for West Yorkshire and has a statutory
4.9.8 Measures are also necessary to improve the opportunities for cycling and walking, which will contribute towards improving health and tackling obesity, and to manage the demand for travel by car. Lower levels of car usage will help to conserve and enhance environmental quality, as well as limiting the production of greenhouse gases.

4.9.9 There is little road capacity for increased car commuting into the centre of Leeds, and limited spare capacity for rail commuting until extra capacity is provided on both the trains and at Leeds City Station. If the city is to grow as forecasts suggest is possible, ways need to be found of getting more people into the City Centre without adding to traffic congestion or the capacity problems of the rail network. This may include making better use of the city’s bus network, increasing rail capacity, providing park and ride sites, encouraging increased car occupancies and converting shorter distance car journeys to cycle and walking. Network management will also play a key role through the continued use of Urban Traffic Management and Control (UTMC) and through increased capacity on the city’s ring roads to aid orbital journeys. In addition, the City Centre, and the station in particular, is a key transport hub for both Leeds and the City Region. This role will gain in importance in facilitating interchange for travel both within Leeds and over the wider area.

4.9.10 A new Southern Entrance at Leeds City Station, improvements to the station concourse, and planned capacity improvements (to enable a greater frequency of services) will greatly enhance this infrastructure at the heart of the transport hub. In addition, the electrification of the Manchester-Leeds-York Trans-Pennine route, delivery of new suburban stations and the introduction of Park and Ride will further improve accessibility to the City Centre, including Holbeck Urban Village and the South Bank.

4.9.11 In the longer term the provision of High Speed Rail will deliver significant economic benefits to both Leeds and the wider City Region. Although delivery of the route to Leeds is outside the period of the Core Strategy, development and preparatory work on the project will be required to ensure the High Speed Rail facilities and anticipated station are fully integrated with the public transport and road networks, especially in the City Centre.
SPATIAL POLICY 11: TRANSPORT INFRASTRUCTURE INVESTMENT PRIORITIES

The delivery of an integrated transport strategy for Leeds will be supported, which includes a range of infrastructure improvements and other interventions in accordance with the objectives of West Yorkshire Local Transport Plan 3 and the Leeds City Region Transport Strategy (2009). The Infrastructure Delivery Plan and the Key Diagram give further details of the scope of these improvements/interventions. These infrastructure improvements/interventions are also supported by the demand management measures outlined in Policy T1.

Spatial Priorities
(i) Public transport improvements for the bus and rail networks (including supporting the role of Leeds City Station, enhancing Leeds’ role as a regional transport hub, and new rail stations where appropriate) and investment in a rapid transit system to increase radial route capacity to the city and town centres and to improve reliability together with investment in the provision of Park and Ride facilities;

(ii) Surface access improvements to support growth of Leeds Bradford International Airport (see also Spatial Policy 12);

(iii) Targeted highway schemes to alleviate congestion and assist improved connectivity for local and strategic orbital movements;

(iv) Expansion of the Leeds Core Cycle Network to improve local connectivity;

(v) Improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the ‘Rim’ and the City Centre;

(vi) Measures to deliver safer roads;

(vii) The provision of infrastructure to serve new development (including within regeneration areas defined in Spatial Policy 4 and urban extensions);

(viii) Supporting the development of infrastructure for new low carbon technologies;

(ix) Transport improvements to connect to and from the Aire Valley Leeds development area (see Spatial Policy 5);

(x) Supporting High Speed Rail as a longer term intervention to serve Leeds and the wider City Region by providing a substantial enhancement to inter-city connectivity.

(xi) Provision for people with impaired mobility to improve accessibility

Routes designated in the emerging transport strategy or programmed works will be protected from development. Current proposals are identified on the Key Diagram, the Leeds Transport Strategy map (Map 9) and saved UDP Policies.

Leeds Bradford International Airport

4.9.12 At international, national and regional levels, airports play an important role as an element of key transport infrastructure. However, air travel raises a number of concerns regarding its impact on climate change through the generation of emissions and also the local impact on the environment (including transport trips). Such issues need to be balanced with overall national objectives and guidance and considered within the context of the Core Strategy.

4.9.13 Leeds Bradford International Airport (LBIA) makes an important contribution to the economic growth of Leeds and the City Region, both in terms of economic attractiveness and as a local employer. It is estimated that LBIA provides in the order of 2,500 jobs within the City Region economy (Arup and Oxford Economics
POLICY CC1: CITY CENTRE DEVELOPMENT

The City Centre will be planned to accommodate at least the following:

(i) 655,000 sqm of office floorspace.

(ii) 31,000 sqm of net additional retail space (comparison), following completion of the Trinity and Eastgate schemes and subject to need being confirmed in a further retail study.

(iii) 10,200 dwellings.

(iv) Supporting services and open spaces.

This will be achieved through implementation of outstanding permissions, decision making on planning applications, master-planning, and identification of appropriate sites and mixed use allocations through LDF allocations documents, according to the following criteria:

a) Favouring locations with the best public transport accessibility for large scale offices,

b) Mixed office/residential schemes to site residential on upper floors and away from major roads.

c) Hospital, university, college, and cultural facilities to be retained in the City Centre.

d) Comparison retail space will only be permitted outside of the Prime Shopping Quarter when it cannot be accommodated within the Prime Shopping Quarter, or in the case of bulky goods retailing space cannot be accommodated also in areas designated for bulky goods retailing.

e) Considering proposals for convenience retailing and convenience facilities (such as dry cleaners, off-licenses, small branch banks, cafés, and pubs) as follows:

i) below 200 sqm (gross) acceptable anywhere within the city centre,

ii) 200 – 372 sqm (gross) sequential test to include the Prime Shopping Quarter and any designated parades if they fall within 300m walking distance,

iii) 372 – 1,499 sqm (gross) sequential test to include the Prime Shopping Quarter, all designated parades and those centres identified in Policy P1 that fall within a 5 minute inbound off-peak drive time,

iv) 1,500 sqm and above sequential test as per iii) above plus an impact assessment on the Prime Shopping Quarter and parades and centres identified in iii) above,

v) aggregating floorspace together for the purposes of the above thresholds if more than one unit is proposed,

such that where a realistic alternative opportunity exists in-centre in the first instance, or edge of centre in the second, or where the impact on the viability and vitality of the Prime Shopping Quarter, a centre or designated parade would be harmful, proposals will be resisted.

f) A concentration of shops with ground floor frontages should be maintained in the Prime Shopping Quarter for reasons of vitality. Proposals for non-retail use should not result in the proportion of retail frontage length falling below 80% in Primary Frontages or below 50% in Secondary Frontages. Proposals for uses outside of the “A” class will not be permitted within designated ground floor frontages.

City Centre South

5.1.18 The southern half of Leeds City Centre (all of the area south of the river – see Diagram 6) offers huge potential for development of offices, leisure uses, parkland, and housing, and possibly in the longer term further high street shopping. In
reflecting this ambition a South Bank Planning Framework has been developed, setting out opportunities for major redevelopment including the provision of a major new City Centre park, at the heart of the City Centre to the south of the River Aire and improved pedestrian connections to the City Centre and lower Aire Valley. It is an aspiration that this development should be achieved in a street pattern, form and scale which helps unite ‘city south’ with the northern area and confirm its role as an integral part of the City Centre as a whole. It should also provide for connectivity with the existing residential neighbourhoods to the south. In particular, the anticipated opening of the southern entrance to Leeds City Station will help to reinforce the centrality of the southern half of Leeds City Centre.

**POLICY CC2: CITY CENTRE SOUTH**

The north and south halves of Leeds City Centre are to be more effectively integrated and better connected.

The areas of development opportunity south of the river will be prioritised for town centre uses (see list in Policy P2), particularly large scale office development, delivery of a new park, residential, cultural and leisure uses, and a strong pedestrian corridor to connect Crown Point Retail Park with the Prime Shopping Quarter and east/west links to Clarence Dock and the remainder of the lower Aire Valley. Within this priority, there is substantial opportunity for residential development. Large scale edge of centre development which would prejudice the achievement of this priority will be resisted. The suitability of this area for provision of comparison retail floor space to be released for development will be considered (subject to the need being confirmed in a further retail study) only after the Eastgate retail development has completed and any subsequent excess retail vacancy in the remaining Prime Shopping Quarter has been taken up.

**Connections**

5.1.19 To address the physical and social disconnectivity between the City Centre and the inner-city (the Rim), the Council will advance and promote schemes to improve pedestrian linkages. Particular attention will be given to overcoming obstacles to movement such as Armley Gyratory, Sheepspar Junction and the Southern Inner Ring Road/M621. The West Leeds Gateway Supplementary Planning Document provides more information about Armley Gyratory. In line with Policy CC3, new development will need to be laid out and designed to improve connectivity, for example large redevelopment sites might be laid out with new traversing roads or pathways to improve connectivity; smaller developments might enhance an existing route by providing lighting or installing windows overlooking the route to improve natural surveillance.

**Open Space and Permeability**

5.1.20 Existing public open space will be protected and new space sought in association with new development in line with the green space policies (G3 and G5). Maximum pedestrian permeability and public accessibility should be promoted in new development.
5.3.37 Leeds' townscape is rich in quality and ranges from leafy suburbs and villages to market towns, former mining towns, inner urban areas and a vibrant City Centre.

5.3.38 Leeds recommends the ten Urban Design Principles, which were adopted by the City Council (Executive Board in January 2005), for creating successful design. An essential element is to include representatives from a wide range of disciplines to form a Design Team, as for design to be successful all disciplines need to be considered from the early onset of a project. Design workshops are a useful tool for developing the design and can provide an opportunity for local people to be involved, ensuring that the end result is fit for purpose. They will help to develop the best outcome and will inform the production of Design and Access Statements. This will encourage the design and retention of attractive, walkable neighbourhoods, serving residents, businesses and visitors well. Creativity and appropriate innovation is encouraged to achieve excellent place-making for the 21st century, with sustainable solutions respecting and providing for future generations.

5.3.39 There are a variety of issues that require consideration at the outset of the design process which include but are not limited to: designing out crime; disabled access; the orientation of buildings to address amenity issues such as air quality, daylight, noise and privacy; waste and recycling storage; and car and cycle parking. Developers are required to cross reference other development plan policies on relevant issues such as flood risk mitigation, renewable energy measures and sustainable construction to ensure that they are integral to the design process.

**POLICY P10: DESIGN**

New development for buildings and spaces, and alterations to existing, should be based on a thorough contextual analysis to provide good design appropriate to its scale and function.

New development will be expected to deliver high quality innovative design that has evolved, where appropriate, through community consultation and which respects and enhances the variety of existing landscapes, streets, spaces and buildings according to the particular local distinctiveness and wider setting of the place, contributing positively towards place making and quality of life and be accessible to all.

Proposals will be supported where they accord with the following key principles;
(i) The size, scale and layout of the development is appropriate to its location and respects the character and quality of the external spaces and the wider locality,
(ii) The development protects the visual, residential and general amenity of the area including useable space, privacy, noise, air quality and satisfactory penetration of daylight and sunlight,
(iii) The development protects and enhance the district's historic assets in particular existing natural site features, historically and locally important buildings, skylines and views,
(iv) Car parking, cycle, waste and recycling storage are integral to the development,
(v) The development creates a safe and secure environment that reduce the opportunities for crime without compromising community cohesion,
(vi) The development is accessible to all users.
Conservation

5.3.40 The historic environment of buildings and spaces is one of the key contributors to Leeds' identity, making it visually distinct from other cities. Leeds’ historic environment is a finite resource which needs careful management, particularly in the balance between preservation and change.

5.3.41 In all cases change, especially harmful change, should be justified. The good management of the historic environment relies on informed conservation which identifies the historic significance of buildings and spaces and strategies to overcome harm. On the whole, considered innovation should be encouraged, except where the context demands a response which mimics the host. Sustainable construction is as relevant in an historic context as it is elsewhere.

5.3.42 Character assessments and management plans will be prepared and reviewed for conservation areas and other areas of significance. Characterisation studies will be used to inform and understand the contribution of the historic environment.

5.3.43 The link between conservation and regeneration is strong and not mutually exclusive. Leeds has been fortunate in being awarded funding for several area-based conservation-led regeneration schemes, attracting inward investment from the public sector which has been more than matched by the private sector. There have been dramatic changes in the perceptions of the area caused by relatively small incremental enhancement which has at the same time sustained local identity and reinforced local pride. Opportunities for area-based conservation-based regeneration schemes will be identified and applications for funding will be submitted where resources allow. These schemes shall be targeted at areas of the city which possesses an historic character and where there are significant regeneration opportunities.

5.3.44 The strong economy of Leeds has ensured that the stock of historic buildings are in use, but there is a significant number of listed buildings which are in poor repair and can be called Buildings at Risk. Where appropriate the repair and refurbishment of Buildings at Risk will be secured through planning condition or planning obligation.
POLICY P11: CONSERVATION

The historic environment, consisting of archaeological remains, historic buildings
townscapes and landscapes, including locally significant undesignated assets and their
settings, will be conserved.

Development proposals will be expected to demonstrate a full understanding of historic
assets affected. Heritage statements assessing the significance of assets and
mitigation measures will be required to be submitted by developers to accompany
development proposals.

Archaeological investigation as part of development will be encouraged and information
gained shall be used to enhance the Historic Environment Record.

Innovative and sustainable construction which integrates with and enhances the historic
environment will be encouraged.

The Council maintains a buildings at risk register to help it prioritise action and will seek
to impose planning conditions or obligations for their repair and refurbishment where
appropriate.

Enabling development may be supported in the vicinity of Listed Buildings and in
Conservation Area where linked to the refurbishment or repair of heritage assets. This
will be secured by planning condition or planning obligation.

Landscape

5.3.45 Leeds is the second largest metropolitan authority area in the country,
enshrining a wide variety of landscapes and land-uses. As well as the intensive
urban landscape of the City Centre, and the associated landscapes of the outer
urban settlements, almost 70% of the authority is made up of rural landscapes.

5.3.46 Landscape provides the setting for our day-to-day lives and contributes towards our
'sense of place'. Its distinctiveness is a consequence of its character, quality,
biodiversity, cultural, archaeological and historical form, to function as an
environment for plants, animals and us, and as a recreational resource.

5.3.47 Landscape does not just mean special or designated landscapes, for example
Special Landscape Areas or Sites or Local Nature Areas, nor does it only apply to
the countryside. Landscape can also mean landscape character which is the
pattern that arises from the combination of both natural and cultural components.
Landscape can be perceived as a small patch of land, a park, a garden or a single
tree. All are important elements in their own right.

5.3.48 The Council seeks to protect and enhance the varied landscapes of Leeds and the
assets they contain, from valued local trees, the countryside to nationally
designated landscape, fauna and flora. The Council also seeks to provide
stewardship of valued existing landscapes in the absence of development.

5.3.49 Landscape is integral to the planning and design process of development. Landscape assessments are not limited to Environmental Impact Assessments but can be appropriate for any form or scale of development. Early engagement with

90
Justine Greening MP
c/o Transport and Works Act Orders Unit
General Counsel’s Office
Department for Transport
Zone 1/18, Great Minster House
33 Horseferry Road
London SW1P 4DR

Chair, Leeds City Region LEP
Board
c/o Leeds City Region
Secretariat
3rd Floor East
Civic Hall
Leeds, LS1 1UR

TEL: 0113 247 4584
FAX: 0113 247 4870
www.leedscityregion.gov.uk

24th May 2012

Dear Secretary of State

LEEDS STATION SOUTHERN ENTRANCE

There has I understand recently been submitted a Transport and Works Act Order for the above scheme.

I wanted to confirm that the view of business is that the construction of an entrance at the south of Leeds station is of vital important for the city’s economy and that of the wider Leeds City Region.

As you will know, Leeds Station is the second busiest outside London. The area to the south of the station has seen substantial growth and regeneration over the past 10 years. Major new office accommodation such as the landmark Bridgewater Place has been created, as well as new residential and leisure facilities including the Hilton Doubletree Hotel. These new major developments have created demand which cannot be met by the existing entrances and there is a need now for a new entrance from the railway station linking directly with these new and future developments to the south of Leeds.

It was good to hear first hand your views at the recent LEP Network annual conference about the importance of local transport and end to end journey times. The new entrance as proposed would also significantly reduce the access time to the station for commuters and businesses seeking faster, more seamless end to end
journeys. For example, businesses located to the south of the station could alone save some 5 minutes, perhaps more in the peak periods, in their end to end journey to Manchester, which, coupled with other key investments such as electrification of the Trans Pennine line and full delivery of the Northern Hub will be a key consideration including for international investors.

I am therefore fully supportive of the application which has been made and look forward to early progress and securing the economic benefit which delivery of this important scheme will bring.

Yours sincerely

\[Signature\]

Neil McLean
Chair, Leeds City Region LEP Board
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
19th June 2012

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

Dear Justine

Leeds Station Southern Entrance

As you will be aware Metro and Network Rail have recently submitted a Transport and Works Act Order for the proposed new southern entrance to Leeds Station.

I do hope that you will be able to progress this order as quickly as possible. This is a highly imaginative scheme that will make movement to and from the station much easier for those who are travelling to the south. It will also make a big contribution to the business community.

I look forward to hearing from you.

Best wishes

Yours sincerely

Rt Hon Hilary Benn
MP for Leeds Central
Dear David

LEEDS STATION SOUTHERN ENTRANCE MAJOR SCHEME

I am writing to convey the City Council’s strong support for the proposals to provide a new Southern Entrance for pedestrians to Leeds rail station and to endorse the submission of a Major Scheme Business Case to the Department for Transport.

Early delivery of this scheme is a major transport priority for the City and the City Centre. The scheme will directly connect to the rapidly expanding and regenerating area of the City Centre that exists to the south of the rail station, especially the area of Holbeck Urban Village. Significant benefits in terms of time, convenience and quality of journey will accrue to passengers and pedestrians accessing the station by the provision of this scheme.

The City Council has actively participated in the development and promotion of this scheme and looks forward to continuing this collaboration with Metro, Network Rail and Yorkshire Forward to secure the timely implementation of this scheme and the delivery of the much needed improvements for rail users.

Yours sincerely

Gary Bartlett
Chief Officer Highways and Transportation
Much recent guidance has been produced on
design at national level. This guide seeks to
supplement that and provide support for the
Unitary Development Plan. The guide specifically
provides further clarity for developers and
designers in Leeds regarding:

- the themes and principles of residential design
- the character and essence of Leeds
- submission requirements and analysis based
  process.

It is expected that this guide will be of value to a
variety of groups:

- **developers** - to improve the quality and choice
  of housing in Leeds, to appoint full design teams
  capable of exploring and responding to the
  complete range of issues, to address the need
  for local facilities in development
- **design teams** - to provide improved design of
  houses, streets, spaces and local facilities in
  Leeds District (Architects, Landscape Architects,
  Highways Engineers, Urban Designers,
  Mechanical/Electrical Engineers, Structural
  Engineers, Surveyors, Drainage Engineers,
  Public Art consultants, Planners, Ecologists etc.)
  - to provide background for the broad inter-
  disciplinary and sustainable approach to design
- **local amenity societies and community
  groups** - to encourage local character analyses
  to contribute to future development/development
  area character appraisals and Village Design
  Statements
- **businesses** - to consider the context and
  catchment of housing and the value of facilities
  and services associated with housing areas
- **politicians and other representatives of the
  community** - to assess the characteristics
  and enhancements (especially of spaces and
  facilities) needed to improve a neighbourhood
- **general public** - to stimulate interest in the
  evolving and improving attitude to the home
  and the neighbourhood, and to engender a
  sense of ownership beyond the house to the
  streets and spaces of the places people live
- **students** - individual design/development
  disciplines may find the guide useful in
  explaining the ‘holistic’, inter-disciplinary
  approach to good housing design.

It is expected that the guide will be used in a variety of ways (ranging from
strategic to detailed) including to provide:

- an outline of the existing neighbourhoods/districts of Leeds
- an approach to landscape analysis
- a background to a residential-based character analysis
- key principles required for general good practice in housing design
- references - national and local policy framework and background reading
- examples of good practice in drawings and mapping to indicate proposals
  for a site
- clear submission requirements for planning applications
- some of the features of local distinctiveness in Leeds
- background to explore a range of house types (and relevant densities)
  and appropriate approach for sites.

The starting point for an enquiry into the content of the guide will vary. The
guide should be used to explore the:

- **issues** - an enquirer concerned with a particular topic will start there and
  use the cross references to enable a more holistic approach to the design
  issues to emerge. The topics are inter-connected just as the design team
  is expected to work in an inter-disciplinary way
- **process** - the section entitled ‘Bringing it all Together’ provides an
  approach to the processes of design with case studies. The Outline at
  the start of the document indicates the type of information/drawings
  required to submit a planning application.

This document is adopted as Supplementary Planning Guidance by Leeds
City Council to complement the Unitary Development Plan - 9th December
2003.

This has followed consultation with key interest groups, including
developers, designers, Leeds Civic Trust, elected members, the police,
professional institutes (Urban Design Alliance), housing associations,
House Builders Federation, access officers and others.

(Urban Design Alliance consists of Royal Institute of British Architects, Royal Town
Planning Institute, Royal Institution of Chartered Surveyors, Landscape Institute,
Institute of Highways and Transportation, Institution of Civil Engineers, Civic Trust
and Urban Design Group)

**WEBSITE**
The document is also in electronic form
(pdf) - available for
download from Leeds
City Council website
(www.leeds.gov.uk).
This form allows easy
navigation through the
document with
bookmarked
sections/topics.
**Traditional Minimum Guide Distances**

It is inappropriate to simply apply the following distances without further consideration, especially of local character.

<table>
<thead>
<tr>
<th></th>
<th>Boundary</th>
<th>Highway</th>
<th>Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Floor</td>
<td>10.5m</td>
<td>4m</td>
<td>12m</td>
</tr>
<tr>
<td>Main to</td>
<td>7.5m</td>
<td>4m</td>
<td>9m</td>
</tr>
<tr>
<td>Secondary to</td>
<td>2.5m</td>
<td>2.5m</td>
<td>3.5m</td>
</tr>
<tr>
<td>Tertiary to</td>
<td>2.5m</td>
<td>-</td>
<td>3.5m</td>
</tr>
</tbody>
</table>

**Definitions**

- **Main aspect** - main windows to living and dining rooms/areas
- **Secondary aspect** - windows to bedrooms, ground floor kitchens when overlooking
- **Tertiary aspects** - windows to kitchens and utility rooms excluding dining areas
- **Side** - windows to bathrooms, staircases and landings plus blank walls
- **Boundary** - limit of curtilage

These distances are a guide with no account taken of local character, though they have been regarded as the normal minimum requirement for flat sites in suburban areas with conventional windows. For sloped sites and unconventional situations additional allowance is required. Greater distances may be required to allow for appropriate tree planting (see Residential Design Aid 4 until superseded by new guide) whilst mitigating measures may be taken to overcome problems caused by shortfalls.

**Noise and Smell**

There can be problems, such as noise, smell, vibration, from adjoining roads or sites which need to be designed out, (these occur particularly in the city centre and mixed developments).
Report of the Chief Planning Officer

PLANS PANEL  CITY CENTRE

Date: 4 March 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

Specific Implications For:
Equality and Diversity
Community Cohesion
Narrowing the Gap

Ward Members consulted (referred to in report)

RECOMMENDATION:

DEFER and DELEGATE approval to the Chief Planning Officer subject to the conditions specified and in order to resolve the following detailed matters:

1. Detailed highways matters including pedestrian improvements
2. Resolution of management plan by negotiation with British Waterways

Conditions

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) 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.

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 operations shall be commenced 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 to cladding to 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.

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.

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

6) No lighting fitment shall be installed on the site in such a way that the source of light is directly visible from nearby residential properties.

In the interests of residential amenity.

7) Prior to the commencement of development, a scheme for the protection and enhancement of biodiversity shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be based on the recommendations in the Aecom Ecological Assessment dated 29 April 2009, the Aecom Bat Survey report dated July 2009 and the Aecom Ecology Report Addendum dated December 2009. The scheme shall include a timetable for implementation and it shall thereafter be implemented in accordance with the agreed timetable.

In the interests of the enhancement and protection of biodiversity and the waterway.
8) Prior to the commencement of development, full construction details of the foundations /supporting structures on the river bed shall be 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.

In order to ensure that there will be no detrimental impact on the bed or banks of the River Aire and any associated water infrastructure.

9) Prior to the commencement of development, full construction details of the bridge span where it lands on the side of the navigation should be 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.

In order to ensure that there will be no detrimental impact on the bed or banks of the River Aire and any associated water infrastructure.

10) Prior to the commencement of development, full details of appropriate mitigation measures to prevent the pollution of the waterway during construction of the approved development shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved measures.

In order to prevent the contamination of the waterway and ground water from wind blow, seepage or spillage at the site.

11) Prior to the commencement of development, full details of surface water drainage, arrangements including means of discharging into the watercourse should be 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.

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.

12) No development shall take place until details of measures to be taken to suppress dust have been submitted to and approved in writing by the Local Planning Authority.

In the interests of amenity.

13) No development shall take place until a plan showing satisfactory details of provision to be made for the storage, parking, loading and unloading of contractors’ plant, equipment and materials, and the parking of vehicles of the workforce, within the site, have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided for the duration of site works.

In the interests of the free and safe use of the highway.

14) Unless otherwise agreed in writing by the Local Planning Authority, no building operations shall take place before 0730 hours on weekdays and 0900 hours on Saturdays nor after 1900 hours on weekdays and 1800 hours on Saturdays. There shall be no operations at all on Sunday or Bank Holidays or Christmas Day or Good Friday.

In the interests of residential amenity of occupants of nearby property.
15) No development shall take place until details of the installation and/or erection of any extract ventilation system, flue pipes, or other excrescences proposed to be located on the roof or sides of the building, including details of their siting, design and external appearance have been submitted to and approved in writing by the Local Planning Authority. Any mechanical plant shall be positioned so as to be inaudible at the face of the nearest residential units. The development shall not be occupied until the works approved in accordance with this condition have been completed. Such works shall thereafter be retained.

In the interests of amenity and visual amenity.

16) Prior to the first use of the station southern access, details of a management plan for the collection of litter from the area marked on drawing number ... shall be submitted to and approved in writing by the Local Planning Authority. The plan may from time-to-time be updated and implemented thereafter, unless otherwise agreed in writing.

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

17) Prior to the commencement of development, details of facilities to be provided for the parking of cycles which belong to members of the public shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the method of securing the cycles and their location within the site. The approved facilities shall then be provided on site prior to the building being brought into use and thereafter retained on site.

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

18) Prior to the commencement of works, details of arrangements for the provision of the following off-site highways works as identified on drawing no. ... shall be submitted to and approved in writing by the Local Planning Authority:
   i. Dropped kerbs at appropriate locations to ease mobility impaired transit from Neville Street to the entrance
   ii. Re-painting of double yellow lines along the entrance and lay-by in particular
   iii. Re-surfacing of pavement on Little Neville Street where required
   iv. Removal of steel gates over arch entrance to Dark Neville Street (non-dedication plate or lockable bollards to be provided)
   v. Improvements to footway/lighting CCTV along Dark Neville Street as far as the arch exit to Little Neville Street
   vi. Pedestrian signage of the southern access from agreed routes

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

19) Prior to the commencement of internal fit-out works, details of internal surfaces and finishes shall be 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.

In the interests of visual amenity.
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 CC31 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 Statement 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 INTRODUCTION:

1.1 This application is brought to Plans Panel as the proposal would result in an important piece of infrastructure, vital to improving connectivity to the south of the City Centre, the Waterfront and Holbeck Urban Village. There has been a desire to create a new southern access to the station for a number of years, and there is now potential for funding to be made available from the Department for Transport (DfT) for this to be delivered by Network Rail in partnership with Metro (WYPTE). Pre-application discussions commenced in 2008, leading to a presentation by Network Rail, Metro and Bauman Lyons Architects to Plans Panel (City Centre) on 13 August 2009.

2.0 PROPOSAL:

2.1 Network Rail is working in partnership with Metro (WYPTE) to deliver a scheme to build a new station entrance to the south side of Leeds Station. The aim of the project is to provide better public transport connectivity from Leeds Station to the south side of the City Centre, which has been experiencing commercial and residential growth in recent years. The main aims of the southern access from Network Rail and Metro’s perspective are:

(a) to improve access to Leeds City Centre, in all directions
(b) to minimise pedestrian journey times accessing Leeds City Station to/from the south
(c) to meet existing and future passenger flow requirements to the south of Leeds station
(d) to ensure current passenger flows within the station are maintained or improved
(e) to ensure Network Rail’s operational performance at the station is maintained or improved
(f) develop a design that meets all statutory and operational requirements, which would complement the surrounding area

2.2 The proposal for full planning permission is to widen the existing station western footbridge and provide escalators, stairs and lifts to a partial deck over the River Aire. The deck will then provide access to either side of the river for passengers to move south eastwards via Little Neville Street or south west via Granary Wharf and the Holbeck Urban Village area. This would be enclosed in a ‘hood’ rising from the southern elevation of the arches, rising back to a peak where it meets the junction with the existing roof-form and end of the western bridge.

2.3 Due to the layout of the existing station and the operational requirements of Network Rail the only place that a new access point can be created is at the southern end of the western bridge which currently crosses all of the platforms. This has the following advantages:
(a) it gives access down on to each platform from a single level
(b) it has the space available to create a ticket office and barrier area - necessary as Leeds is not an open station.

2.4 Externally this position relates to a location over the River Aire where it emerges between Watermans Place (Granary Wharf) and the Blue residential developments from the area known as the Dark Arches. This comprises three main brick arches with a smaller fourth arch at the western end.

2.5 This area would sit above the River Aire and therefore a new deck over the river has to be created. This can only be supported by new structures within the river and as the Environment Agency and British Waterways would not permit anything to be constructed which may impede the flow of the river, the supports have to be constructed in line with the existing stone arch supports. This restricts the width of the entire structure to that of the central of the three main arches which is approximately 10m in width.

2.6 The Environment Agency have also directed that the new deck shall be no lower than 29.1m AOD to comply with the Leeds Flood Alleviation Scheme which is currently under consultation. This would be 1.5m higher than the existing metal bridge walkway and road which crosses the river within the Dark Arches and therefore there has to be a means of overcoming this level difference. This is currently indicated as steps, ramps and a platform lift.

2.7 Once this level is reached the vertical height between the ground level deck and the bridge which crosses the platforms has to be negotiated, a height of approximately 12m.

2.8 There is a requirement for 3 methods of changing levels:

(a) escalators – expected to be the most popular method given the experience of the existing station use
(b) lift – necessary for non-ambulant, people with pushchairs and large luggage/objects etc.
(c) stairs - not the primary method but necessary for anybody not wishing to use either of the mechanical means above and required in the event of fire.

2.9 The escalator location has to be central to the structure because in order to gain the necessary height in the shortest distance it must pass under the centre of the arch where the headroom is at its greatest. Both the escalators and the main lifts require pits to accommodate operating plant. The lift requires a 1.4m deep pit and can only be located over one of the new extended support structures. The escalator requires a 0.9m pit at its lower end but this can be located in the deck over the river.

2.10 This set of requirements and constraints has posed a considerable design challenge for the applicant and their architects. In response to these they have produced the following solution:

(a) To extend the 2 existing stone arch supports to the south within the river but in line with the flow of the river. This approach has been discussed with the Environment Agency and British Waterways and they consider it to be an acceptable approach in principle.
(b) To create the deck between these 2 new supports at a level to comply with EA Flood Alleviation requirements. (1:200 year flood level + climate change + freeboard)

(c) To access this platform from the road and bridge within the existing dark arches via a series of walkways, ramps and a platform lift.

(d) To construct, on top of the deck, a building containing the escalators, lift and staircase accounting for the requirements set out above. One of the drivers for the design is that the building has to join the existing curved station roof; in itself a complex piece of geometry, with overall size kept to a minimum. This has produced a distinctive and modern curved form.

(e) The sides would be clad in metal shingles which would allow the form of the structure to be curved. There would be vertical slots to allow natural lighting in to the deeper areas of the floor plate and to express the lift position. The southern end of the structure will be the most visible and this will contain a wholly glazed elevation allowing vision into and out from the structure to/from the south.

(f) A maintenance deck would extend around the southern edge of the building, which would not be publicly accessible.

2.11 The southern access building would be a minimum of 8.8m from the Blue development at the edge of the eastern lift shaft. The building then cuts back to the west, with the lift forming a feature glazed slot facing south. The flank of the building is then some 11.1m away from the northern-most two bays of flat living rooms and bedrooms in the Blue development, up to the 6th floor when the top of the curved form recedes away to the west. Ten flats would be most affected.

2.12 The building would be at its nearest some 12.6m from the Watermans Place residential units to the west. This would be for the single northernmost bay of flats up to the 6th floor when the top of the curved form recedes away to the east. Therefore, five flats would be most affected at Watermans Place, with views from the living room and both bedrooms of each flat.

2.13 The application submission is supported by the following information:
   (a) plan, elevation and section drawings;
   (b) planning, design and access statement;
   (c) flood risk assessment;
   (d) ecology report (with supplementary report on bats);
   (e) transport assessment;
   (f) statement of community involvement;
   (g) daylight indicators report;
   (h) and computer generated visual interpretations.

2.14 If planning permission were to be granted, the next steps for the applicants would be to obtain Programme Entry Status from the DfT. This would indicate the DfT’s intention to provide funding towards the construction of the scheme. Planning permission would be required before Network Rail and Metro could submit for Conditional Approval before the end of March 2010. If obtained, this would be a firm commitment to funding, subject to a number of specified conditions being met, generally that there would not be changes to the expected costs, scheme design or risks after procurement. Full approval for funding would be sought once the tender price for the final stage of design and construction has been agreed.
3.0 SITE AND SURROUNDINGS:

3.1 The site is located in the area between the Watermans Place and the Blue residential buildings to the south of the existing railway viaduct, above the River Aire. Both Blue and Watermans Place have residential units with primary living space windows and balconies looking out over the river at this point, with commercial uses at ground floor level. The Watermans Place building is constructed further away from both the river wall and the railway viaduct than Blue.

3.2 The application site lies within Zone 3a (ii) high probability and 3b functional floodplain.

3.3 The site lies within the designated City Centre, Riverside Quarter, Holbeck Urban Village, and the Central Area - Canal Wharf Conservation Area.

3.4 The site lies within the setting of the Grade II listed Leeds-Liverpool Canal Wharf, basin lock, cranes and docks, Victoria Bridge and Grade II* listed River Lock and retaining walls, and No. 27 Canal Wharf warehouse building.

4.0 RELEVANT PLANNING HISTORY:

None.

5.0 HISTORY OF NEGOTIATIONS:

5.1 Pre-application discussions commenced in 2008, leading to a presentation by Network Rail, Metro and Bauman Lyons Architects to Plans Panel (City Centre) 13 August 2009. Members made the following comments (applicants' response in italics):

(a) Require full information/support on the position of the southern access and why this site was preferred over Sovereign Street

The station southern access is located over the River Aire in the proposed location for the following operational reasons:

i. It makes journey time savings from the largest number of platforms across the station, particularly from the busiest peak commuter platforms, which are located at the western end of the station. This gives the applicant its business case to its funders.

ii. Locating the southern access at Sovereign Street would not give any journey time savings for passengers to/from southwest of City Centre/Holbeck Urban Village. Therefore, the applicants would be unable to substantiate a business case to its funders.

iii. Due to the station layout and operational requirements for health and safety, the Sovereign Street options are double the cost of the River Aire option, and therefore the funding case would collapse. Platform 16 is too narrow to accommodate all southern access bound passengers as well as its Transpennine westbound service, especially at peak times with passengers boarding, alighting and moving in different directions along the platform. Therefore further infrastructure would have to be delivered as well as the access link itself, resulting in the cost outweighing the benefit in journey time saving for south City Centre-bound passengers;
iv. In order to operate an access at Sovereign Street, bridge links either above Platform 16 running east-west or across platforms 8-16 north-south, would require a massive investment and disruption to the operation of those live platforms and services. The construction of a DDA compliant eastern bridge would effectively be a duplication of the existing western bridge – and this investment would not deliver the journey time savings needed from all platforms.

(b) Explore the practicalities and limitations of both locations, as proposed and at Sovereign Street, be set out including technical, logistical and safety elements

Please see above paragraphs.

c) the relationship to the Blue and Granary Wharf developments and the impact of proposals on the amenity of their residents.

Please see Appraisal section of this report - 10.4 Amenity of nearby residents

d) Security issues relating to the streets leading into the scheme and pedestrian access safety including upgrading of connecting streets

Little Neville Street would feature re-surfaced pavements, new dropped kerbs, and CCTV. Exact details of these measures would be controlled by conditions. Dark Neville Street would also be improved to create a more pedestrian-friendly and safe environment.

(e) Highways issues, including traffic generation, likely numbers and how these would be accommodated together with pick up/drop off points. Does it solve problems which occur on other parts of the station?

Detailed Highways matters are dealt with in the Appraisal section of this report at section 10.3 below. The southern access is envisaged as a pedestrian entrance only, and therefore has not been designed, due to its constrained site, with a view to easing vehicular congestion around other parts of the station. It is forecast that the southern access would indirectly reduce pedestrian congestion at peak times by diverting passengers away from other entrances.

(f) The internal quality of the spaces.
Details of internal finishes would be conditioned as part of any planning approval, as whilst the space will generally be functional, consisting of landings, escalators, steps and lifts, due to the high level of glazing, this would be visible externally

6.0 PUBLIC/LOCAL RESPONSE:

6.1 Network Rail have undertaken an extensive consultation exercise. No comments from local residents have been received by the Local Planning Authority in connection with this planning application. The consultation exercise included:

(a) Letter drop to all Blue apartments inviting them to a presentation and consultation event in their building on 5 August 2009, detailing dates and times of 5 public consultation events at the railway station, and providing contact details and website.

(b) Separate letter to all Blue residents via building management company detailing the dates and times of 5 public consultation events at the railway station.
(c) Letter and leaflet distribution to residents, businesses, and others with potential interest within 250m radius to south of station
(d) Dedicated web-page on Metro website
(e) Posters displayed around Leeds station
(f) Presentation to Plans Panel (City Centre) 13 August 2009
(g) Local media coverage
(h) Presentations to interested organisations such as Holbeck Urban Village Developer Forum, and Isis Waterside Regeneration.

7000 leaflets were handed out in the station over the 5 consultation days, and the website was viewed by 400 people.

215 people gave feedback, either by tear-off slip, email address or website. 96% (206) of respondents supported the southern access. Only 9 replies did not.

37 respondents were positive about the design of the proposal to 19 negative comments.

7 comments were received suggesting alternative locations to the application proposal.

The feedback on the consultation quoted in the Statement of Community Involvement submitted only raised one comment regarding privacy of the residential units as a result of the glazed southern façade. It is considered that due to the location/orientation of the glazing on the proposed building that overlooking and privacy issues would not arise, as discussed in the Appraisal section of this report below.

Due to the timing of the pre-application consultation carried out by Network Rail and Metro, and the submission date of the application in October 2009, residents at Watermans Place have not been written to by the applicants. Watermans Place is being occupied now following its completion in October 2009.

6.2

(b) Press Notice of application for planning permission which affects the setting of a listed building and the character of a conservation area under Article 8 of the Town and Country Planning (General Development Procedure) 1995 and Planning (Listed Buildings & Conservation Areas) Act 1990 published in Leeds Weekly News 12 November 2009 - expiry 3 December 2010

6.3
4 letters/e-mails of comment on the planning application have been received from the following organisations. No residents of Watermans Place or Blue apartments have responded to this planning application.

(a) Isis Waterside Regeneration
   i. Isis supports in principle the proposal for a southern access, but feels that a number of details need resolving in relation to the Granary Wharf development, in particular pedestrian movement, safety and the burden of public access into a mainline railway station landing on [publicly accessible]
private land. There would be legal matters to resolve between Isis and Network Rail, and complications of other legal obligations with City Inns and British Waterways;

*Officers are of the view that as landowners Isis and British Waterways can control management and maintenance issues far more effectively and closely through their own land agreements with Network Rail in allowing the construction of the southern access.*

ii. Consideration needs to be given to the tens of thousands of pedestrian and cyclists that may pass through the Granary Wharf development at peak times as a result of the proposal and this may lead to potential conflict with existing residents and users;

*It is considered that the public realm at Granary Wharf is of a sufficient high standard to cope with the 600-800 anticipated extra visitors at peak times as a result of the station southern access. It is also considered that this should be a detailed consideration for agreement between Isis and Network Rail, and therefore give Isis the reassurances it needs regarding maintenance of its public realm.*

iii. Isis have no record of being served notice as landowner under this planning application.

*Network Rail have confirmed that they served notice to Isis at their Manchester office at the time of the planning application submission.*

iv. Isis have recommended a number of conditions and section 106 obligations, relating to the following detailed matters:
- construction storage, plant, parking, hours of operation, dust, mud etc
- external materials
- detailed working drawings of access to Dark Neville Street
- details of footpaths
- noise containment from structure
- lighting, CCTV, security and surface treatments
- enhanced hard and soft landscaping and public art
- signage
- management of emergency vehicles using Granary Wharf to get to southern access

*Matters relating to construction and the mitigation of any negative impacts would be controlled by condition, and more appropriately the relevant environmental protection and health and safety legislation. Matters relating to detailed highways issues, surfacing, CCTV, signage and lighting would be controlled by Local Planning Authority by the conditions recommended, but not in direct consultation with Isis – Isis would need to agree these matters separately with Network Rail as the landowner. Network Rail and Metro have responded that they do not intend to submit proposals regarding the public realm wider than the immediate landing points on the Granary Wharf side via their discussions with Isis. It is considered by Officers that this is a matter for Isis, City Inn and British Waterways to negotiate as part of their land agreement, and not something appropriate to Local Planning Authority control in this case.*
(b) City Inn Hotels Limited, Granary Wharf

i. City Inn welcomes the principle of the proposal, however has concerns regarding the management and maintenance of the Granary Wharf public realm. They are of the view that this should be covered by a Section 106 agreement.

Officer are of the view that as landowners Isis and British Waterways can control management and maintenance issues far more effectively and closely through their own land agreements with Network Rail in allowing the construction of the access. A condition would be placed on any planning permission requiring the monitoring of litter at the southern access, and where necessary enhanced collections be made by Network Rail staff, across an area to be agreed, at such time that an enhanced maintenance regime is proven to be required over and above that provided by Isis/Granary Wharf/British Waterways at present.

ii. City Inn is not of the view that the choice of colour of the copper alloy material is appropriate to the character of the arches, the Granary Wharf development or the Blue development;

Officers are of the view that the proposed material is of an appropriate contrast to the copper material on the balconies at Watermans Place, the brickwork of the Arches and Watermans Place, and the varied palette of Blue, to create a striking and dynamic feature marking the station entrance. The colour of the material complements its sculptural form, and the architects have advised that the golden colour would patinate to a softer matt finish within two years.

iii. Internal finishes to the southern access would also be important to ensuring an appropriate design quality;

Details of internal finishes would be conditioned as part of any planning approval, as whilst the space will generally be functional, consisting of landings, escalators, steps and lifts, due to the high level of glazing, this would be visible externally.

iv. City Inn are 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, treatment of the river edge, any offers of public art or planting;

Network Rail and Metro have responded that they do not intend to submit proposals to enhance the public realm wider than the immediate landing points on the Granary Wharf side. It is considered by Officers that this is a matter for Isis, City Inn and British Waterways to negotiate as part of their land agreement, and not something appropriate to Local Planning Authority control in this case.

v. City Inn would like to be involved in details of management of construction traffic, protection from noise and dust, pedestrian segregation, timing of building works, routes for construction traffic.
These matters would be conditioned as far as possible, and where appropriate would be controlled under the relevant environmental protection and health and safety legislation.

(c) Sustrans
   ii. Concern regarding lack of cycle storage provision proposed at the southern access to the station.

   Officers are of the view that adequate cycle provision is made at Leeds City Station in a number of locations including the new Cycle Point, which will provide approximately 300 spaces. A review of cycle facilities station-wide is a separate issue to the provision of the southern access, and will be the subject of on-going monitoring. However the applicants have offered to provide a very limited number of cycle stands within the area of the southern access. Details of this would be provided by condition.

(d) Leeds Cycling Action Group
   a. Concern regarding lack of cycle storage provision proposed at the southern access to the station

   Officers are of the view that adequate cycle provision is made at Leeds City Station in a number of locations including the new Cycle Point, which will provide approximately 300 spaces. A review of cycle facilities station-wide is a separate issue to the provision of the southern access, and will be the subject of on-going monitoring. However the applicants have offered to provide a very limited number of cycle stands within the area of the southern access. Details of this would be provided by condition.

7.0 CONSULTATIONS RESPONSES:

7.1 Statutory:

(a) Leeds City Council Highways Development Services
   No objection subject to provision of the following works:
   i. Dropped kerbs at appropriate locations to ease mobility impaired transit from Neville Street to the entrance
   ii. Re-painting of double yellow lines along the entrance and lay-by in particular
   iii. Re-surfacing of pavement on Little Neville Street where required
   iv. Removal of steel gates over arch entrance to Dark Neville Street (non-dedication plate or lockable bollards to be provided)
   v. Improvements to footway/lighting CCTV along Dark Neville Street as far as the arch exit to Little Neville Street
   vi. Pedestrian signage of the southern access from agreed routes

(b) Environment Agency
   i. Initial objection dated 23 December 2009 on grounds of unsatisfactory Flood Risk Assessment. Network Rail submitted revised FRA on 5 February 2010. Updated comment received from Environment Agency on 9 February 2010 stating that the revised FRA was acceptable. The Local Planning Authority is awaiting formal confirmation of recommended conditions.
(c) British Waterways
   i. No objection subject to conditions regarding foundation details, bridge span, surface water drainage, pollution mitigation measures during construction, and subject to Section 106 obligations to cover towpath improvements in the west of the station and additional litter clearance from pedestrian routes and the waterspace.

   The recommended conditions have been applied, however it is considered that the towpath improvements requested are not appropriate given the forecasted pedestrian flows to the south and south east of the station. It is considered that any increase in pedestrian flows from the canal towpath to the west as a result of the southern access would be very small, and the section where British Waterways is seeking improvement would be some 200m away from the southern access, beyond the Granary Wharf development.

(d) Yorkshire Water – No comment
(e) Natural England – No objection
(f) Network Rail – No comment as applicant.

7.2 Non-statutory:

(a) Leeds City Council Land Drainage – no objection
(b) Leeds City Council Environmental Protection
   No objection subject to conditions regarding the following
   i. Control of nuisance and hours/days of operation during construction works
   ii. Details of mechanical plant including the limitation of any additional plant/machinery noise.

8.0 PLANNING POLICIES:

8.1 Development Plan

Regional Spatial Strategy Yorkshire and the Humber 2008

Leeds Unitary Development Plan Review 2006 relevant policies include:
Policy GP5 all planning considerations
Policy BD2 design and siting of new buildings
Policy BD3 disabled access new buildings
Policy BD4 plant equipment
Policy BD5 amenity and new buildings
Policy BD6 alterations and extensions
Policy N12 priorities for urban design
Policy N13 design and new buildings
Policy N19 conservation areas and new buildings
Policy CC3 City Centre character
Policy CC5 City Centre conservation area
Policy CC31 Holbeck Urban Village
Policy T1 transport investment
Policy T2 transport provision for development
Policy T9 public transport proposals
Policy T10 local rail network improvements
Policy A4 access for all
Policy LT6B Waterways and public rights of way

8.2 Relevant Supplementary Planning Guidance and Documents
Leeds Waterfront Strategy
City Centre Urban Design Strategy
Street Design Guide
Neighbourhoods for Living
Holbeck Urban Village Revised Planning Statement

8.3 National Planning Policy and Guidance
PPS1 Delivering Sustainable Development
PPS4 Planning for Sustainable Economic Growth
PPS9 Biodiversity and Geological Conservation
PPG13 Transport
PPG15 Planning and the Historic Environment
PPS23 Planning and Pollution Control
PPG24 Noise
PPS25 Development and Flood Risk

9.0 MAIN ISSUES

9.1 Principle of development

9.2 Design and impact of the proposal on the character and appearance of the conservation area and the setting of nearby listed buildings

9.3 Highways and pedestrian issues

9.4 Amenity of nearby residents

9.5 Flood risk

9.6 Biodiversity

10.0 APPRAISAL

10.1 Principle of development

The provision of the southern access would make a difference for users accessing the station from the south, and help distribute better the current and future trips to and from the station. The current route from the east via the Rotunda to Neville Street and beyond to the south is heavily congested at peak periods with movements between pedestrians, taxis and buses at the eastern (New Station Street) entrance. The southern access would help to reduce congestion around the main station entrances and divert approximately 2500 users in peak periods to a more direct route to the south.

The southern access would also help to continue the regeneration and revitalisation of Holbeck Urban Village, the Waterfront and the south of the City Centre generally, with a visible and striking public transport link. In principle, the location of the southern access to the station in this location is considered acceptable.

10.2 Design and the impact of the proposal on the character and appearance of the conservation area and the setting of nearby listed buildings

(a) Form
The form of the proposal is considered to be a positive and distinctive solution to the design challenges set by the requirement to fulfil a southern station access in this location. Architecturally, it still allows views of the railway arches behind, and rises
up to form a vertical circulation link into the existing station infrastructure, and join its curved segmented roof form. By curving the form as much as possible around the essential functions of the access, it reduces the size of the building, thus keeping any adverse impact on nearby residential units to a minimum. The use of glazing on the western elevation to form ‘gill-like’ features, to the side to mark the lifts, and across the roof adds further interest to the façade, and light into the building.

(b) Materials
The gold coloured copper/aluminium alloy shingles would patinate to a matt finish which would reflect light, but once weathered, not cause glare. The architects have stated that the material, once patinated in approximately two years, would not weather further. The shingles would be in a range of format sizes which would be able to respond to the form of the building. The gauge of the shingle will be sufficient to allow it to bend to the curved form of the structure, but remain rigid enough to retain its integrity. The folding of the sheet would be carried out on site by the contractor. 1:20 and 1:10 details would be specified by condition as recommended above for the eaves, glazed slots, facet junctions, reveals, base and edge of deck and balustrade, as would a control material sample on-site of a glazing and cladding junction. Officers are of the view that the proposed copper alloy material is of an appropriate contrast to the copper cladding on the balconies at Watermans Place, the brickwork of the Arches and Watermans Place, and the varied palette of Blue, to create a striking and dynamic feature marking the station entrance. The colour of the material complements its sculptural form, and the architects have advised that the golden colour would patinate to a softer matt finish within two years. Surfacing material details would also be required under the recommended conditions.

(c) It is therefore considered that due to its imaginative form and appearance, the proposal would enhance the character and appearance of the conservation area, the waterfront and the setting of nearby listed buildings.

10.3 Highways and pedestrian issues

(a) The southern access would divert approximately 16% of current and future station users leading to reduced walking time and reduced pedestrian congestion on Neville Street. Forecasts estimate this as approximately 17 000 passengers a day, with around 2500 during the peak hours. Approximately 600-800 of these peak commuters would cross Granary Wharf to reach the Holbeck Urban Village area, the remainder using Little Neville Street to get to the eastern riverside and beyond.

(b) Pedestrian improvements are therefore required to Little Neville Street and the Dark Arches, including enhanced surfacing, dropped kerbs, lighting and CCTV. Exact details of these would be controlled by condition or Section 278 agreement. With regard to connectivity and Granary Wharf, it is considered that the Granary Wharf scheme was designed with a view to linking the traditional city centre core to Holbeck Urban Village. The provision of the station southern access is an important part of bringing Holbeck Urban Village closer in physical and perception terms to the rest of the city centre, and will help to bring vitality and business to the spaces and ground floor commercial uses in Granary Wharf. It has always been envisaged that Granary Wharf would perform this vital role in re-connecting to the south, and it is considered that its public realm is of a high quality robust nature, equal to this function.

(c) In terms of vehicular traffic, the southern access is not intended as a vehicular drop-off. However, Little Neville Street and Dark Neville Street, would be available for
informal drop-offs. This would not be signposted as a vehicular access for the station.

(d) Subject to the provisions set out above, it is considered that the proposal would not give rise to any adverse vehicular or pedestrian safety issues.

10.4 Amenity of nearby residents

(a) There are no minimum distance standards by which impact on residential amenity is assessed in the City Centre, where the approach has always been for each case to be considered on its merits including consideration of factors such as internal layout, orientation and the experience of other situations in the City Centre as a guide. There are a range of variable distances between residential units within the City Centre where distances between buildings are similar to that proposed, including Brewery Wharf and Round Foundry. However, it must be stated that in most of these situations the planning proposal would be for either buildings or a set of existing buildings to be converted, so it would have been evident to potential owners/occupiers to allow them to make an informed decision over the quality of amenity. In this case a structure is proposed where residential units already exist in respect of Blue and Watermans Place.

(b) The architects have tried to maximise the distance to the adjacent residential units in their design. The internal layout has been amended to reduce this width as far as possible and it is not considered possible to increase this width any further without prejudicing the functionality of the access building. Fitting into the operational layout of the station, together with other constraints or objectives such as flood risk, disabled access, journey time saving, residential amenity considerations, have also contributed to shaping the proposal.

(c) There is an 11.1m gap between the structure and the units in Blue and 12.6m to Watermans Place. There are primary living space windows which would lock directly out on to the flank elevation of the proposed structure. The existing gap between the two buildings is some 34m, and for parts of the day they shade each other due to their height and orientation.

(d) In terms of assessment of sunlight, the study submitted by the architect demonstrates that there would be no direct loss of sunlight as a result of the proposal. The materials proposed would reflect light back due to its metallic nature, however the patination process would limit any harsh glare.

(e) In terms of assessment of daylight, the submitted study acknowledges that there would be some adverse impact on daylight levels for two flats on each floor up to the 6th floor on the Blue apartments block. However the levels of daylight to these units are already compromised by Watermans Place, and the nature of having a west-facing façade. However the main issue in relation to Blue as a result of this proposal is considered to be that of visual dominance, which would affect the first two bays of flats up to the sixth floor, and would therefore mainly affect ten flats.

(f) In this case therefore the main residential issue is considered to be that of visual dominance to the northern-most bay at Watermans Place up to the 6th floor, where the building form recedes and curves away from the neighbouring blocks. Therefore, five flats would be most affected within Watermans Place, with direct views from the living room and both bedrooms of each flat some 12.6m away.
(g) The glazed slots on the access building face away from both residential buildings and are either angled northwards or southwards, or obliquely west and east behind the blocks. It is therefore considered that the proposed access building would not give rise to any additional overlooking or loss of privacy to existing flats.

(h) It is considered that any additional noise and general disturbance as a result of the station access would not exceed the already high levels of background noise that exist in the area from the railway station and the arches. Watermans Place and Blue should have been constructed to meet the high standards of noise attenuation required in order to discharge the planning conditions attached to their planning permission. It is therefore considered that against an already high background noise level, the levels of additional noise should be able to be dealt with by the glazing systems fitted. A condition has been recommended that any mechanical systems fitted to the southern access would need to be inaudible against the background noise level at the face of each residential block.

(i) It is considered on balance that the amenity of the residential units has been protected as far as possible in this location by the scheme design. There would be some visual dominance of the residential units closest to the proposed station access. However, for the operational and cost reasons given above there is no alternative practical location, and the proposed access has potential to result in considerable benefits in terms of regenerating the south side of the City Centre and promoting a more sustainable transport strategy for the City. It is therefore considered that, on balance, whilst some harm may occur in terms of visual dominance from the southern access, this would be outweighed by the wider benefits to the city.

10.5 Flood risk

(a) The new deck of the entrance hall would be 1200mm above the surrounding river bank in order to accommodate the 1 in 20 year plus climate change flood event, and therefore be able to fit in with the proposed Leeds Flood Alleviation Scheme.

(b) The Environment Agency have been consulted, have stated that the submitted Flood Risk Assessment is acceptable, and therefore they would have no objections to the application.

(c) The proposal is considered as essential transport infrastructure which has to cross the area at risk. Alternative sites have been examined by the applicants, however these do not meet the operational needs of the station and therefore would not deliver the wider sustainability benefits of the provision of the southern access. The new entrance will improve commuter links from the railway station to support wider regeneration of the south of the City Centre and will also reduce passenger flow at the existing entrances. In the event of an extreme flood, the southern access would be closed, and lower risk entrances used.

10.6 Biodiversity

(a) It is considered that subject to the condition recommended above, appropriate biodiversity protection and mitigation would be carried out as part of the proposed development.
11.0 CONCLUSION

It is therefore considered, on balance, taking into account the importance of a station southern access to the continuing regeneration of the south of the City Centre including the Waterfront and Holbeck Urban Village, that this would outweigh concerns regarding visual dominance to the fifteen most affected flats in Blue and Watermans Place. The proposal is otherwise considered acceptable in terms of local, regional and national policy, and is therefore recommended to Plans Panel for approval.

Background Papers:
Application file 09/04625/FU
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)