1. My evidence is comprised of several sections as follows:

   a. **Introduction**: covers qualifications and scope of evidence

   b. **Strategic planning considerations**: describes the overall context and deals with the wider regeneration and sustainability benefits of the LSSE proposals.

   c. **Architecture, urban design, conservation**: looks at the immediate site and explains how the architecture of the Scheme has evolved to suit both the circumstances of the site and functions of the building. It also responds to a number of objections in these respects. In addition it covers the Water Lane site which is to be used for transfer of materials to barges during construction and which is the subject of a separate application for conservation area consent.

   d. **Planning assessment**: outlines other environmental considerations and provides a planning appraisal of the scheme. It also refers to the Leeds City Council (LCC) report which initially considered the Scheme.

   e. **Conclusion**

2. Section 2.1 begins by setting out the overall context for the Scheme. Leeds City Station sits on a viaduct which bridges the River Aire in this location and which impedes movement across much of the city centre. The station is one of Network Rail’s busiest stations; it already suffers congestion at peak periods and passenger numbers are expected to grow over the next twenty years. Most of this growth will emanate from redundant industrial areas to the south of the city centre, which are gradually being redeveloped. The current station entrance is to the north of the station which means passengers coming from the south have to take a rather circuitous and unpleasant journey to enter the station. A new southern entrance
would not only cater for future growth in passengers but also improve the journey to and from the south, particularly for those in the southwest.

3. Section 2.2 describes the proposed site (detailed in the Statement of Common Ground) and area to the south of this. The site lies immediately south of the station adjacent to the viaduct (known in this location as the Dark Arches) and is actually situated over the river. To the south are areas which are gradually being redeveloped for commercial and residential uses. Of particular note is Holbeck Urban Village an old industrial area to the southwest which is in the early stages of regeneration and where 5,000 jobs are planned. There is a good network of pedestrian routes and cycleways throughout this area linking to the station and the city centre.

4. Section 2.3 outlines the proposals (detailed in the statement of Common Ground) and Section 2.4 summarises the planning policies at national, regional and local level that are pertinent to the assessment of the Scheme (also detailed in the Statement of Common Ground). Several policy considerations are key in this respect:

a. The presumption in favour of sustainable development under the new National Planning Policy Framework;

b. The role of improved infrastructure in assisting development and in particular the role that the LSSE Scheme can play in both serving southern parts of the city and in stimulating regeneration here; and

c. The health and sustainability benefits of encouraging greater use of public transport, walking and cycling, as an alternative to the car.

5. The wider benefits of the scheme are set out in Section 2.5. A key plank of Leeds’ desire to be a city of European status is the regeneration of the southern part of Leeds city centre. Jobs in the centre of Leeds are anticipated to increase 16% by 2030 (16,000 jobs) most of which are likely to be located in this expanding area of the city centre. Similarly it is estimated that the city centre has sufficient space to accommodate 10,000 or so new residential units, mainly to the south.

6. National, regional and local policy supports the premise that transport investment is one way of encouraging development. The shorter and more attractive journey for passengers travelling to and from the south, offered by the proposed LSSE Scheme, will be of benefit to existing businesses here. It will also provide encouragement for new businesses to set up in the area and increased footfall near to the proposed site.
has the potential to attract further service sector businesses to this particular location. Furthermore, the LSSE Scheme will relieve current passenger congestion in the station at peak times and so contribute more widely to ongoing development. In addition the Scheme will be of benefit to current and future residents travelling to and from the station and help to attract new housing units. The proof of evidence provides several testimonies from important local interests as to the benefits of the proposals in the above respects.

7. Improved accessibility to the station overall offered by the LSSE Scheme will also encourage more local people to take the train for their journey and to walk and cycle there, with commensurate benefits for health. Moreover the LSSE proposal will result in a 20% reduction in car generated trips to the station, so contributing to a wider sustainability target for modal shift.

8. Section 3 of the proof deals with architecture, urban design and conservation aspects. This includes the fact that the LSSE site lies on the northern boundary of the Canal Wharf Conservation Area and the Dark Arches are designated as a "local heritage asset". Section 3.1 introduces this topic and Section 3.2 summarises relevant national, regional and local policies in relation to design and heritage considerations (included in the Statement of Common Ground).

9. The characteristics of the site and area are examined in Section 3.3. These include:

   a. The lack of space available on both east and west banks of the River Aire in this location, resulting in the choice of a structural solution within the water course;
   b. The need to consider the amenities of residents in the adjacent Apartments;
   c. The need to take into account of the potential for flooding and not to impede flow of the river;
   d. The most direct access points to the site from Granary Wharf and Little Neville Street;
   e. The opportunity to provide views down river for those using the facility;
   f. A mix of heights and styles of buildings within the Canal Wharf Conservation Area suggesting that a contrasting design would not be inappropriate here;
   g. The opportunity for the LSSE Scheme to create a focal point when seen from near Victoria Bridge; and
h. The need to retain the integrity of the Dark Arches, a locally designated heritage asset, by separating the LSSE Scheme visually and structurally from the edifice.

10. Section 3.4 explains how the design of the Scheme has accommodated site based and operational considerations to satisfy policy, drawing on (former) CABE guidance. It looks at how the Scheme responds to the character of the site and surrounding conservation area and adds visual interest. It shows how the visual, privacy and security amenities of nearby residents have been taken into consideration and how the design has addressed passenger needs - such as legibility, inclusive access, safety and security.

11. Section 3.5 outlines a number of objections that have been raised to the proposals, mainly from the residents of the neighbouring Waterman’s Place and the Blue Apartments. Their concerns centre on the height and massing of the proposed structure, its impact on views (in terms of over-dominance), privacy, daylight and sunlight. There are also several objections regarding the potential for litter, wear and tear to the environs and security.

12. In response to these objections the need to take account of the amenities of nearby residents has been a major consideration in the design. The size of the Scheme has been kept to a minimum commensurate with operational requirements, the facades have been broken up visually to prevent an over-dominant effect, windows located in such a way and treated so as to preclude any overlooking and the gold colour of the canopy will reflect light without causing glare. The will be some impact on the 5 flats closest to the arches in the Blue Apartments but this is considered to be acceptable given that the site is in an inner city location where traditional standards relating to distance do not apply.

13. In response to other objections, lighting will be controlled prevent glare, materials will be robust and regularly maintained; to address security concerns, CCTV is planned and common areas will be overlooked.

14. There has also been a representation from English Heritage regarding the scale and massing of the structure. In answer to these concerns, the mix of heights and styles of building within the area and the plain backdrop of the arches, suggests that a strong contrasting design is the best solution for this site - especially as an opportunity presents itself for the LSSE to act a focal point when viewed from the south. To assist with this image, the design has been deliberately “detached” from
the arches and the canopy has been restricted to the width of one arch to allow sufficient of the backdrop to remain in view. The result is an exciting, innovative building, an attractive feature which will preserve both the physical integrity of the Dark Arches and the character of the conservation area. Notwithstanding this opinion, it is suggested that the viaduct could be cleaned and floodlit at night time to help to address English Heritage concerns. This would be approved by a condition which would avoid any light pollution for residents.

15. Section 3.6 outlines a number of improvements that are planned for Little Neville Street, the main access point to the Scheme from the east. Safety has been a major consideration in the design. It is proposed to pedestrianise this street except for necessary local vehicles, to prevent the street being used as a drop off point for the station. New surfacing and planting is also proposed which will result in an attractive and safe route for passengers.

16. Turning to the Water Lane site (Section 3.7), to be used as a barge loading/unloading area; this is the subject of a separate application for conservation area consent within the TWAO. The site lies within a conservation area and is adjacent to a Grade II listed building. The work will involve the demolition of an entrance archway (which mirrors that of the listed building next door) and wall; also levelling of the site. The intention is to re-erect the arch and wall following construction, exactly as they appear now (to comply with a request from the Leeds Civic Trust) and to tidy up the site after the development is completed. It is therefore considered that this will, if anything, enhance the conservation area.

17. The penultimate section – Section 4 brings together the arguments for and against the Scheme, first outlining outstanding environmental considerations. These suggest that although there may be some inevitable disturbance during construction, with appropriate mitigation, other long term environmental effects are not significant and often beneficial.

18. The section also looks at the report that went to the LCC City Centre Plans Panel on 4th March 2010 when an almost identical Scheme (application 09/04625/FU) was debated and agreed, subject to a number of conditions. This concluded that the localised impact on adjacent residents was insufficient to outweigh economic benefits, particularly for Holbeck Urban Village. It also considered that the LSSE Scheme would enhance the conservation area.

19. The planning appraisal in section 5.3 balances the wider economic and sustainability benefits of the scheme and the opportunity to create an exciting local landmark
against the visual impact on nearby flats - particularly the 5 flats in the Blue
Apartments adjacent to the arches. It concludes that sufficient mitigation has been
incorporated into the design to make the Scheme acceptable.

20. The conclusions are presented in Section 5. These summarise the case for the
Scheme and conclude that the principle of the proposed development has already
been established by the grant of planning permission by LCC in May 2010 for an
almost identical scheme.

21. Proposed conditions for the LSSE Scheme are included in this evidence and the
environmental evidence (ref LSSE.PTE/P/5.1). The LSSE Scheme satisfies national,
regional and local policy and will provide a stunning addition to the city’s store of well
known landmarks. It is therefore recommended to you for approval.