Introduction

The purpose of this application is to provide the West Yorkshire Passenger Transport Executive with the powers to authorise the construction of a new Leeds station southern entrance. Leeds Station is located on a brick viaduct in the centre of the city. The line is served by local and national services from the east and west of the station.

Brief Description of the Proposals

Leeds Station is the second busiest station outside London, used by circa 36million passengers a year. It is owned and managed by Network Rail. 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 Bridgewater Place has been created, as well as new residential and leisure facilities including the Mint Hotel. The new developments have created demand for a new entrance from the railway station linking directly with the new developments to the south of Leeds. Up to 20% of Leeds Rail station passengers would benefit from the new entrance.

The Leeds Station Southern Entrance scheme comprises a concourse deck over the Aire and Calder Navigation within a visually iconic enclosed building. Open link span bridges will provide direct stepped access from this concourse to the east and west banks of the river. The concourse also extends back through the span of the station viaduct to link with a further bridge running parallel to Dark Neville Street and this access point provides step free access. From the concourse, access to the station footbridge is provided by steps, escalators and lift. At the station footbridge level the widened bridge provides an upper concourse with customer information screens, potential ticket office, ticket vending machines and automated ticket barriers. Once built, the asset will be owned by Network Rail.

An outline design (GRIP4) was completed in May 2009 and Full Planning Permission was granted in May 2010. In February 2011, the DfT re-awarded LSSE „Programme Entry Approval‘, the first stage in the Government’s Major Scheme approval process. In May 2011, Metro approved the third Local Transport Plan (LTP3), which included the approval of funding for the LSSE development costs.
Use of Transport and Works Act Order

In June 2011, the Department for Transport (“DfT”) confirmed that in order to authorise the construction and maintenance of the scheme, an application could be submitted for an order under the Transport and Works Act 1992 (“the 1992 Act”). Accordingly, an application has been prepared to be submitted to the Secretary of State for an order under sections 1 and 3 of the 1992 Act.

An order is required under sections 1 and 3 of the 1992 Act to authorise:-

a) The construction and maintenance of a new station entrance at Leeds Railway Station;

b) The carrying out of works in the Aire and Calder Navigation adjacent to the southern boundary of Leeds Railway Station and associated with a) above;

c) The carrying out of other works and the exercise of powers required in connection with or ancillary to the matters set out in items a) and b) above; and

d) The acquisition of land and rights over land required in connection with items a), b) and c) above.

The application is being promoted jointly by Metro and Network Rail Infrastructure Limited. In addition, a request for a direction as to deemed planning permission will also be submitted to the Secretary of State under section 90(2A) of the Town and Country Planning Act 1990. An application for conservation area consent is also being submitted in respect of works proposed to be undertaken at Water Lane, Leeds as part of the overall scheme.

It is intended that an application for an order will be submitted to the Secretary of State in Spring 2012.

Key Objectives

The following scheme objectives were derived as part of the major scheme business case application for funding. They are the current scheme objectives.

- Improve access to Leeds by sustainable means;
- Maximise growth of the Leeds economy by enhancing its competitive position and facilitating future employment and population growth;
- Support and facilitate the sustainable growth of Leeds, in particular to the South, recognising the importance of its city centre to the future economy of the Leeds City Region;
- To minimise journey times accessing Leeds Station to/from the south;
- To meet existing and future passenger flow requirements to the south of Leeds Station; and
- To ensure the current passenger flows within the station are maintained or improved.
DEPARTMENT FOR TRANSPORT
2012

Transport and Works Act 1992

Transport and Works (Applications and
Objections Procedure) (England and
Wales) Rules 2006

THE LEEDS STATION (SOUTHERN
ENTRANCE) ORDER

Concise Statement of Aims (required by
Rule 10(2)(c))

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