The Leeds Railway Station
(Southern Entrance) Order
Environmental Statement

Socio-Economic Technical Appendix
Report 296480RPT012

May 2012
Metro & Network Rail
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Metro & Network Rail
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<td>EIA</td>
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<td>GRIP</td>
<td>Governance for Railway Investment Projects</td>
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<td>JSA</td>
<td>Job Seekers Allowance</td>
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<td>LCR</td>
<td>Leeds City Region</td>
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<td>Local Development Framework</td>
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<td>LEP</td>
<td>Local Enterprise Partnership</td>
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<td>LSOA</td>
<td>Lower Super Output Area</td>
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<td>LSP</td>
<td>Local Strategic Partnership</td>
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<td>LSSE</td>
<td>Leeds Station Southern Entrance</td>
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<td>Major Scheme Business Case</td>
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<td>UDP</td>
<td>Unitary Development Plan</td>
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1. Introduction

1.1 Introduction to socio-economics

This technical appendix presents the technical assessment of the socio-economic effects of the construction and operation of the Leeds Station Southern Entrance (LSSE). The assessment comprises the following sections:

- legislative and policy framework – identifying the socio-economic and planning framework relevant to the development;
- methodology – explaining the assessment methodology including the spatial and temporal scope, the identification of receptors, the criteria used to assess the significance of the impacts and relevant study assumptions and limitations;
- baseline – presenting the baseline conditions for the impact area;
- Works affecting socio-economic conditions – providing a high level description of key construction and operational activities which have socio-economic implications;
- mitigation and prediction of effects – setting out likely socio-economic effects during construction and operation together with identification of mitigation measures;
- significant residual effects – describing the predicted impacts following the implementation of mitigation measures, highlighting if and where further mitigation actions could be implemented and the extent to which the development complies with planning and relevant socio-economic policy; and
- references – containing the references relating to the socio-economic assessment.

1.2 Scheme Design in Context of Socio-Economics

The ongoing regeneration of Leeds City Centre, particularly to the south of the railway station, has created demand for a southern entrance to provide a direct link between the station and new residential and commercial developments, particularly the Holbeck Urban Village and City Walk areas. The new entrance will include a concourse deck over the River Aire within a visually iconic enclosed building. Open link span bridges will provide direct access from this concourse to the east and west banks of the River Aire. The concourse will extend back through the span of the station viaduct to link with a further footbridge running parallel to Dark Neville Street. From the concourse, access to the station footbridge will be provided by stairs, escalators and lift. At the existing station footbridge level, the widened bridge will provide an upper concourse with customer information screens, ticket vending machines, automated ticket barriers and ticket purchasing facilities. The location of the proposed development is shown on Figure 1 in Volume III of this Environmental Statement (ES), and the key pedestrian routes to the south of the station are illustrated in Figure 1.1 below.
Figure 1.1: Key Pedestrian Routes to the south of Leeds Railway Station

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Source: Mott MacDonald, 2012
The project objectives\(^1\) which are most relevant in terms of socio-economics are:

- to 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.

### 1.3 Legislation and Policy

The following section presents the key planning and socio-economic policy documents which relate to the socio-economic assessment of LSSE.

#### 1.3.1 National

##### 1.3.1.1 National Planning Policy Framework (NPPF)


Paragraph 20 states that to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21\(^{st}\) century.

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Paragraph 31 states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure which is necessary to support sustainable development, such as rail freight interchanges, roadside facilities for motorists.

##### 1.3.1.2 ‘Change4Life’ programme (2009)\(^2\)

The ‘Change4Life’ programme is a governmental campaign aimed at encouraging the general public to be more active in their day to day lifestyle. The programme has run a series of television and online adverts to raise awareness, and invites the public from all ages to join its website for instant hints and tips on how to get healthier as well as opportunities for doing so in an individual’s local area.

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1 Steer Davis Gleave (2009): Leeds Station Southern Entrance; Major Scheme Business Case’
2 Department for Health (2009) ‘Change4Life Programme’
Within the ‘Change4Life’ programme is a sub-brand called ‘Walk4Life’ which specifically advocates the benefits of walking and its contribution to a healthy lifestyle; from the weight loss/calorie burn benefits that can be accrued simply from a one mile walk, to how walking (as part of a person’s daily activity) can reduce the chance of serious illness such as cancer, type 2 diabetes and heart disease in the future as well as decreasing an individual’s stress levels. LSSE, through improving the pedestrian environment aligns well with the objectives of this government health campaign.

1.3.2 Sub-national and local policies

1.3.2.1 Planning and economic growth policy

Leeds Unitary Development Plan (UDP) Review 2006

This review of the originally adopted 2001 UDP document goes into detail about various topics that are to be addressed to successfully develop the Leeds area. The policies that relate directly to the proposed LSSE are detailed below:

Transport policies and proposals

The main policy regarding transport is that ‘transport investment will be directed towards improving the quality and provision made for alternative modes to the car and lorry – by improving facilities for public transport’. Within the public transport proposals, it is stated that improving rail services are key to improving the local economy, and that significant enhancements to stations will be required to realise the potential of the local network and such proposals will be supported by Leeds City Council.

The local economy

The Leeds UDP also focuses improving the local economy. Objectives include promoting economic prosperity and facilitating the processes of urban regeneration and renewal. The new LSSE will support the attainment of these objectives.

The Local Development Framework (2009)

Currently the thematic policies and the area action plans do not go into detail about transport/infrastructure objectives. The Core Strategy is the principal document within the Local Development Framework. It sets out the vision for the future of Leeds over the next two decades and provides broad policies to shape development. It is not the role of the Core Strategy to make site specific allocations for development but to set an overall direction for regeneration, economic development and growth.

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4 See: http://www.leeds.gov.uk/Page.aspx?pageIdentifier=d0cf0f5-6696-4d24-87e4-60bf5af6ed59
5 Leeds City Council (2009) ‘Core Strategy’
In a section on challenges and opportunities facing the district this document advocates that Leeds’ firms, in order to compete effectively in a globalised economy, need to benefit from an ‘efficient transport infrastructure’, that appropriate measures are taken to ensure that local people are able to access local employment opportunities and that transport and related infrastructure is sufficient to support such growth. LSSE is relevant to these objectives.

**City Region Development Programme (CRDP)**

This programme aims to deliver enhanced economic growth and increase productivity in key thematic areas. Those areas listed in this initiative that are relevant to this project are actions that will improve city regional, pan-regional and international connectivity; accelerate the development of a world class infrastructure within which all businesses can thrive; develop a quality residential offer and create sustainable communities and enhance and promote the city region as a place to live, visit and work.

**Leeds City Region Local Enterprise Partnership Plan – ‘Realising the Potential’**

This report sets out various strategic priorities to be addressed in order to fulfil the Local Enterprise Partnership (LEP) aim for Leeds to become ‘a world-leading dynamic and sustainable low carbon economy that balances economic growth with a high quality of life for everyone.’ The first priority is the most relevant to LSSE, and focuses on creating the environment for growth. Within this strategy are aims to establish the physical infrastructure to connect business and workforce to opportunities and to each other, securing improvements to intra-city region and national/international connectivity. This relates closely to the objectives set out for LSSE regenation.

**Vision for Leeds 2011 to 2030**

‘Leeds Initiative’, the city's Local Strategic Partnership (LSP), which brings together a wide range of people and organisations from the public, private and third sectors, is responsible for driving forward the delivery of the new Vision for Leeds. This ‘vision’ is underpinned by various targets such as ensuring high-quality, accessible, affordable and reliable public transport, increasing investment in other forms of transport such as walking and cycling routes to meet everyone’s needs and successfully achieving targets to make Leeds a lower carbon city. Sustainable travel options (such as walking and cycling) are listed as key priorities in order to improve both the business and lifestyle sectors in Leeds. These priorities are fully upheld by LSSE.

**Leeds Growth Strategy (2011)**

A Growth Strategy has been approved in conjunction with the Leeds Vision, which provides a statement of intent to pursue opportunities to deliver growth and get Leeds working to its fullest capacity. Within the core target to improve financial and business services, Leeds is vying to improve transport links and

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6 Leeds City Council and Leeds City Region (2011) ‘Leeds City Region Development Programme’

7 Leeds City Region (2011), ‘Leeds City Region Local Enterprise Partnership Plan: Realising the Potential’


connectivity within Leeds and the city region, to Manchester and to London, with continued work to ensure plans for high speed rail in Leeds are implemented. Improvements to infrastructure at Leeds station will complement these growth ambitions.

1.3.2.2 Transport policy

My Journey West Yorkshire, West Yorkshire Local Transport Plan (2011 – 2026)\textsuperscript{10}

This Plan sets out a vision for transport in West Yorkshire over the next 15 years, ‘to ensure [that the] transport system connects people and places in ways that support the economy, the environment and quality of life’. The most relevant of these three objectives is the aim to improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region. Specifically, the ‘Enhancements’ programme, a major priority for the next three years, refers directly to development plans for a new entrance to Leeds Rail Station as one of the main projects that will spur on the objectives of this plan.

Local authorities throughout West Yorkshire recognise the importance of transport connectivity in achieving economic growth, and have drawn up a new approach of doing so based on a £1bn bid to government to create the West Yorkshire Transport Fund. The primary objective within the bid is to maximise an increase in employment and productivity growth by the completion of transport schemes across West Yorkshire, irrespective of boundaries. Once operational and successful, an improvement in people’s ability to access jobs, with a particular focus on those living in the most deprived communities, will be an important scheme to complement Leeds’ other plans for transport connectivity in the region.

\textsuperscript{10} West Yorkshire Local Transport Plan Partnership (2011) ‘MyJourney West Yorkshire, West Yorkshire Local Transport Plan (2011 – 2026)’
2. Approach and Methodology

2.1 Introduction

This section explains the approach that has been used to produce this socio-economic impact assessment. It is structured as follows:

- identification of the spatial scope of the assessment;
- identification of temporal scope of the assessment;
- identification of sensitive receptors;
- methodology – which sets out the different research stages undertaken;
- development of assessment criteria; and
- assumptions and limitations.

2.2 Scope of Assessment

2.2.1 Spatial Scope

The impact area is illustrated in Figure 2.1 below. It is defined as the Lower Super Output Area (LSOA), which includes Leeds city station and the immediate surrounding areas and the LSOA immediately to the south in which Holbeck Urban Village and other developments and communities are located.
Figure 2.1: Socio-economic impact area

Source: Mott MacDonald
2.2.2 Temporal Scope

The LSSE scheme has been assessed by comparing the existing socio-economic conditions (the baseline) with the change expected over time as a result of impacts predicted during the construction period of 62 weeks and once the scheme is operational.

2.3 Sensitive Receptors

Socio-economic receptors are individuals, groups or entities whose access to, and control over, socio-economic assets, resources and opportunities may be affected by the proposed development. In terms of LSSE, these include the following:

- Local businesses and facilities:
  The businesses likely to be most sensitive to the proposed development are those located in Granary Wharf, which the new LSSE will back on to and other business in the immediate vicinity. At the time of writing, the businesses in Granary Wharf include two restaurants (Wasabi Teppan-Yaki and Fazenda); two public houses (The Hop and the Golf Café Bar); VINeataly (Artisan Café, Bar and Restaurant) and Doubletree Hotel, within which there are also the City Café and Granary Lounge restaurants and the Sky Lounge bar. Out of the Woods coffee shop (Waterman’s Place) and the Hilton Hotel on Neville Street are additional sensitive receptors. Other businesses located in the Holbeck Urban Village, Bridgewater Place and the wider South Leeds Commercial District are also necessary to consider.

- Local residents:
  Residents most sensitive to the proposed development are those living in the Blue and Waterman’s Place Apartments (61 and 122 apartments respectively), which are adjacent to the proposed entrance, and those in the Candle House Apartments (160 apartments) within the Granary Wharf development. Residents of the Holbeck Urban Village and Bridgewater Place are also sensitive receptors.

- Commuters:
  All travellers, employees and visitors to the leisure and retail facilities south of the station are also considered to be sensitive receptors.

2.4 Methodology

2.4.1 Overview

This assessment considers both direct and indirect socio-economic effects for the construction and operation period. It should be noted that Environmental Impact Assessment (EIA) Regulations do not prescribe in detail the types of issues that should be considered within a socio-economic assessment; nor do they set out a precise methodology. The approach within this assessment is based on EIA best practice and tailored to specifically reflect the proposed development. The steps undertaken are set out below.
2.4.2 Consultation

There has not been any consultation undertaken with local businesses or local residents for the specific purposes of the socio-economic impact assessment; there is no statutory requirement to do so.\textsuperscript{11}

2.4.3 Desk Study

Three desk research exercises were carried out for the assessment:

- Relevant national and local planning and socio-economic policy was reviewed to identify local, regional and national objectives.
- Key socio-economic indicator data was collated for the impact area, together with the Leeds Metropolitan Area for the purposes of comparison.
- The following key documents have reviewed:
  - Guide to Railway Investment Projects (GRIP) 4 Report (April 2009)\textsuperscript{12}
  - Statement of Community Involvement (September 2009)\textsuperscript{13}
  - Major Scheme Business Case (MSBC) (November 2009)\textsuperscript{14}
  - LSSE Planning, Design and Access Statement (October, 2009)\textsuperscript{15}
  - LSSE Entrance Constructability Review (January 2012)\textsuperscript{16}

2.5 Assessment Criteria

2.5.1 Overview

The significance of the socio-economic effects associated with the proposed LSSE is assessed using the approach described in the following sections.

2.5.2 Construction

For the construction period both direct and indirect effects that have been considered are:

- economic conditions – temporary employment for construction works and short term increases in economic activity due to construction;
- existing local businesses – temporary disruption to local businesses during construction works; and
- local residents – temporary disruption to residents during construction works, including community severance and reduced residential amenity.\textsuperscript{17}

\textsuperscript{11} Whilst no consultation has been undertaken as part of the socio-economic assessment, consultation with the public and key stakeholders has been undertaken by Metro and Network Rail in relation the scheme. This was done prior to the submission of the TWAO. More details on this can be found in Section 5 of this report
\textsuperscript{12} Network Rail (2009) ‘Leeds Station Southern Entrance GRIP 4 Report’
\textsuperscript{13} Metro & Network Rail (2009) ‘Leeds Station Southern Entrance – Statement of Community Involvement’
\textsuperscript{14} Steer Davis Gleave (2009) ‘Leeds Station Southern Entrance Major Scheme Business Case’
\textsuperscript{16} Carillion & Network Rail (2012) ‘Leeds South Station Entrance Constructability Review’
2.5.3 Operation

For the operation period both direct and indirect effects that have been considered are
- economic conditions – any permanent increases to employment or economic activity as a result of the new entrance; attraction of new businesses;
- existing local businesses – any additional trade likely to result from operation of LSSE; impacts on journey times;
- local residents – impacts on journey times; community severance and social inclusion; and
- regeneration – contribution to wider local and sub-national regeneration, economic development and social inclusion objectives.

2.5.4 Determining significance

Each effect identified will be assessed in terms of the following indicators:
- beneficial or adverse – whether the development will benefit or disbenefit socio-economic receptors;
- spatial scope – whether impacts will be felt in the immediate impact area or more widely;
- extent – how many socio-economic receptors are likely to be affected;
- duration – whether the impacts will be short or long term; and
- reversibility – whether the effects will be permanent or not.

Taking these indicators into consideration, and also mitigation measures that can be applied to overcome any negative effects, the criteria will be used as guidelines to assess the magnitude and significance of each effect. This is described in more detail in Table 2.1 below:

17 Community facilities and services can include, for example, health and education services; shops; religious and cultural venues; recreational facilities; and public rights of way (PROW).
Table 2.1: Socio-economic magnitude and significance criteria

<table>
<thead>
<tr>
<th>Magnitude</th>
<th>Criteria Guidelines</th>
<th>Significance</th>
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| **Major** | **Spatial scope:** Local impact area and wider area effects  
**Extent:** Affects the well-being of many socio-economic receptors and/or a high-value community resource.  
**Duration:** Long term  
**Reversibility:** Permanent  
**Likelihood:** Definite | Major adverse: Significant  
Major beneficial: Not significant |
| **Moderate** | **Spatial scope:** Local impact area and some wider effects  
**Extent:** Affects the well-being of socio-economic receptors and/or a medium value socio-economic resource  
**Duration:** Medium term  
**Reversibility:** Socio-economic baseline likely to be re-established within a year  
**Likelihood:** Possible | Moderate adverse: Significant  
Moderate beneficial: Not significant |
| **Minor** | **Spatial scope:** Local impact area only  
**Extent:** Small number of community receptors and/or a lower value socio-economic resource  
**Duration:** Short-medium term  
**Reversibility:** Socio-economic baseline re-established within a few months  
**Likelihood:** Possible | Minor adverse: Not significant  
Minor beneficial: Not significant |
| **Negligible** | **Spatial scope:** Part of the local impact area only  
**Extent:** A few socio-economic receptors and/or a low value socio-economic resource  
**Duration:** Short term  
**Reversibility:** Temporary  
**Likelihood:** Unlikely | Not significant |

The magnitude of both beneficial and adverse effects is recorded for the socio-economic assessment.

Of the above list only ‘major’ and ‘moderate’ adverse effects are considered as significant for the purposes of this assessment.

2.6 Assumptions and limitations

2.6.1 Assumptions

This assessment has been based on the following assumptions:

- the construction process will not render local properties unusable and there will be no displacement of local residents;
- the construction process may cause some disruption but will not result in any temporary business closures; and
- levels of public service provision will not alter as a result of the scheme; health, education and community provision will remain unchanged.
2.6.2 Limitations

The following limitations should be taken into account when considering the findings of this assessment:

- the assessment was undertaken through the review and analysis of available secondary data such as publicly available reports, policies, published data and the scheme design details;

- no consultation and primary research has been undertaken in the production of this technical appendix;

- the baseline is taken as 2011 although assessments are based on the most recent data available for the study area. The currency of data varies from dataset to dataset depending on how frequently information is collected; dates for each dataset are highlighted in the baseline section;

- there is presently little information on construction. A construction programme is not yet available and it is not known where the workforce will be drawn from; the size that the construction workforce will be; or when there will be peaks of construction activity;

- it is important to avoid the double-counting of significant effects. Therefore, effects relating to other environmental topics (particularly noise, air quality and transport) are not considered in detail in this socio-economic technical appendix;

- qualitative assessments of the impacts to businesses and residents (i.e. in terms of disruption, access and quality of life) have been based upon professional judgement; and

- this assessment does not serve as a cost benefit analysis or a financial analysis of the proposed development.
3. Baseline

3.1 Introduction

This section sets out the socio-economic baseline data that has been collated to inform the assessment. This section is not intended to be a socio-economic profile of the impact area; the data focuses on baseline data that is relevant to the scope of the potential effects of the extension to the station.

3.2 Baseline Conditions

3.2.1 Population

The impact area has a population of 12,711 residents. Of these residents over 11,000 (11,074) live within the LSOA in which Leeds City station sits within; 1,637 live within the Holbeck LSOA.

3.2.2 deprivation

The majority of people within the impact area do not experience high levels of deprivation. The LSOA which contains Leeds City Station and (87% of the impact area’s residents) is within the third (middle) deprivation quintile. The LSOA in which Holbeck Urban Village is located, however, (13% of the impact area’s residents) is in the most deprived quintile.

3.2.3 Employment

The number of people claiming Job Seekers Allowance (JSA) in the impact area is very small. In addition, the proportion of JSA claimants is lower than the local comparator (Leeds); as well as the national average.

Table 3.1: Proportion of people claiming JSA

<table>
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<th>Area</th>
<th>Population claiming JSA</th>
<th>Proportion of the population 16-64 (%)</th>
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<td>4.4</td>
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<td>England</td>
<td>1,293,890</td>
<td>3.8</td>
</tr>
</tbody>
</table>

Source: ONS Dec 2011
4. Works Affecting Socio-economics

4.1 Introduction

This section briefly summarises the construction and operation activities and developments that are likely to result in effects on socio-economic receptors, whether adverse or beneficial.

4.2 Construction Phase

For the construction period, the issues that are likely to have socio-economic effects are:

- employment of construction workers;
- disruption for residents, businesses, visitors and commuters caused by construction traffic and equipment (this is discussed in more detail in the Transport Statement in Volume IV of this ES);
- access and severance affecting local businesses and residents; and
- changes in economic activity.

There are presently two possible crane options for the construction of LSSE, these are described in more detail in Section 3.4.2 of the Main Statement in Volume I of this ES, however a summary and the implication of these two crane options in terms of socio-economic effects, are summarised below.

**Tower Crane Wolff 180 B**

This option is to position a tower crane on Little Neville Street, where it will be permanently located for the duration of the construction works. The key issues with regard to socio-economics are:

- Little Neville Street would need to be closed for one week whilst it is being erected and one week whilst it is being dismantled at the end of the construction period; and
- this crane would ‘over-sail’ (interfere with the airspace) of the railway station, the Hilton Hotel and the Blue Apartments on the east side of the river on Little Neville Street.

**IGO 50 Self Erecting Tower Crane**

This option can be ‘slew limited’ preventing its intrusion into the airspace of Waterman’s Place Apartments and the railway station. This crane would require erection and dismantling at the beginning and end of each day respectively. The key issues for the socio-economics assessment are:

- the crane would be very close to the access to Waterman’s Place apartments; and
- access to the electricity substation underneath the viaduct arches would be obstructed; this will also require the relocation of the existing cycle rack adjacent to Watermans Place.

4.3 Operational Phase

For the operation period the issues that are likely to have socio-economic effects are:

- permanent increases to employment or economic activity (direct or indirect);
- access and severance for station users and local businesses and residents;
- changes to journey times; and
- changes in economic activity during operation.
5. Mitigation & Prediction of Effects

5.1 Introduction

This chapter outlines the effects on socio-economics which are predicted to occur during both construction and operation of the LSSE scheme following implementation of incorporated mitigation (i.e. mitigation that is inherent to the scheme and that Metro and Network Rail are committed to undertaking).

5.2 Construction Phase

5.2.1 Incorporated Mitigation

This section outlines the mitigation measures that will be incorporated into the scheme for the construction period.

- Public walkways and footways will be maintained or diverted where feasible throughout the construction phase. Where restrictions in access or temporary closures are required, application will need to be made in advance to Leeds City Council; applications will be advertised and local residents will be notified through letter drops and via presentations at community forums. During the closure, signage and information boards will be erected providing clear directions for the diversion. Temporary surfacing will be used where the diversion routes are over presently uneven ground, thereby providing comfortable walking conditions.\(^{18}\)

- A Liaison Manager will be employed by the contractor to consult with any relevant third parties. The Liaison Manager will compile a Community Engagement Plan which will detail the measures that will be undertaken to minimise the disruption for the local area and its residents. The Liaison Manager will attend local residents meetings and forums to keep people updated on progress.\(^{19}\)

- A hotline number will be set up and leaflets and flyers will be produced to communicate construction updates.\(^{20}\)

- Hoarding will be in place throughout the construction period to provide a safe and secure barrier around the perimeter of the works. Where it is safe to do so, Heras type hoarding will be used following feedback from the consultation exercises. The alignment and location of the hoarding will be locally agreed with businesses such as the Golf Café Bar to ensure that it is aesthetically pleasing as possible. Vision panels are likely to be incorporated in the hoarding to enable the general public to view the works.\(^{21}\)

- Access to residential and commercial properties will be maintained throughout the construction phase, although this may comprise alternative arrangements for commercial properties where appropriate.

- If the self-erecting crane is chosen for construction there will be an on-site agreement between the contractor and any persons or organisations needing to access the electricity substation underneath the arches which will be obstructed during the construction phase. In addition bike racks located near to the


\(^{19}\) Ibid.


The Leeds Railway Station (Southern Entrance) Order  
Environmental Statement - Socio-Economic Technical Appendix

The substation will also be obstructed will be relocated to the Granary Wharf area to ensure that capacity to accommodate cyclists is not reduced.

- It is envisaged that the piling for the river piers and other construction materials will be transported by a barge on the River Aire which will minimise disruption to road traffic.\(^{22}\)
- Lighting, hoarding and surveillance (including the use of security guards and CCTV) will be installed at numerous locations around the perimeter of the site to ensure the safe passage of pedestrians and to aid personal surveillance. This will help to address some of the concerns raised during the public consultation exercises about personal safety.
- Lighting used around the hoarding site will be carefully position to minimise light pollution for local residents.
- The contractor will maintain dialogue with the station management staff throughout the planning and construction works to minimise disruption to the travelling public and maintain passenger movements.\(^{23}\)
- Storage materials will be in designated in areas that are out of sight of the general public.\(^{24}\)

5.2.2 Predicted Effects

This section predicts the direct and indirect effects of the development of LSSE during the construction phase.

5.2.2.1 Direct effects

Employment

The development of LSSE will create temporary employment over the 62 week construction period. It is forecast that, at the construction peak, approximately 100 staff and operatives will be employed. At present it is not possible to specify the labour requirements on a month-by-month basis because a detailed construction programme has yet to be developed and sub-contractors have not yet been procured.

The construction contractor does anticipate that a large proportion of staff will be locally based and that general labour and potentially some sub-contractors will be sourced from the local area. However, details on the impact on the local economy cannot be specified until sub-contracts have been let.

*Magnitude of effect: Moderate beneficial*

Construction disturbance

During the consultation with local residents, concerns have been expressed about the noise, vibration and dust disturbance during the construction period, particularly with regard to overnight working. As a result of the consultation exercises undertaken for the scheme, there is some worry that this could affect quality of

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\(^{22}\) Network Rail (2009): ‘Leeds Station Southern Entrance GRIP 4 report’


\(^{24}\) Ibid.
life for local people. A full assessment of construction noise, vibration and air quality is provided in the noise and vibration technical appendix and the air quality technical appendix respectively.

Further disturbance will be created by the operation of the crane; the significance of this will vary depending on the crane option selected as set out below.

If the tower crane is selected Little Neville Street will be closed for one week while the crane is being erected and dismantled. During this period of time residents of the 61 units in the Blue Apartments and businesses on Little Neville, primarily the Golf Café Bar and the Hilton Hotel will experience some short term adverse impacts. These businesses and residents of Waterman’s Place will also be affected by visual intrusion from the crane, day and night, over the 62 week construction period. Consultation exercises undertaken for the scheme have highlighted that residents do have concerns about being overlooked during the construction phase.

Magnitude of effect – tower crane: Moderate adverse – significant.

If the construction contractor opts to use the self-erecting crane there will be some very short term disruption for users of the Granary Wharf walkway and particularly businesses with outside furniture, as it is expected that chairs and tables will need to be moved as the crane makes its passage to the designated site.

Once construction commences, residents on the east side of the River Aire will experience limited impact from the self-erecting. Visual intrusion for these residents will be experienced during the day, although due to the limited slew this is unlikely to be as severe as that caused by the tower crane. In addition, because the crane will be disassembled at the end of the working day, there will not be any visual intrusion in the evenings.

Magnitude of effect – self-erecting crane: Moderate adverse – significant

Access and severance

As part of the construction of LSSE the existing Dark Neville Street footbridge will be removed. This could cause temporary disruption and severance for communities presently using this footbridge. However, pedestrians will still be able to use the adjacent vehicle bridge on Dark Neville Street to access Granary Wharf so these impacts are anticipated to be minimal.

Public pedestrian access will also be segregated or restricted through the Dark Arches to remove the interface with moving delivery vehicles. Other footways will remain in place during the construction period. The only place in which slight disturbance may be realised is the walkway just north of the proposed tower

The crane site, which as well as a walkway acts as a service route for refuse collection for the neighbouring retail outlets. The walkway will need to be slightly diverted and, at present it is not planned that this will be a straight-line diversion meaning that pedestrians will have to navigate a bend; this reduces the perception of safety of the route and may deter people from using it.

It is also worth noting that the main site office and worker welfare facilities are planned to be located approximately 200m from the work site and access between the two areas will be via a busy pedestrian thoroughfare in the Granary Wharf development. Whilst this will not give rise to severance it is likely to mean that pedestrians could experience some disruption and inconvenience whilst using this route during the construction period. The contractor will ensure that workers walk between the two areas and are issued with instructions on orderly and respectful conduct as they are using this site.

However, overall, given the mitigations being put in place in the form of footway diversions, access is likely to be maintained and significant severance issues are not likely to arise.

**Magnitude of effect: Minor adverse**

**Journey times**

During the works construction vehicles will be using the local roads around Leeds station. Anticipated vehicle movements is provided in Table 5.1 below, which has been taken out of the Constructability Review (for reference this has been included in Volume IV of this ES).
### Table 5.1: Anticipated type and frequencies of deliveries

<table>
<thead>
<tr>
<th>Work Area-Site 1 (Little Neville Street &amp; Dark Neville Street)</th>
<th>Work Area-Site 2 (Wharf Approach)</th>
<th>Work Area-Site 3 (Water Lane)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type of Deliveries and size of Vehicles</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small pick up vehicles delivering small tools and plant to the stores under the dark arches. Small wagons delivering consumable materials to the facilities and site. Concrete wagons. Large delivery wagons transporting the escalators are likely to use this route towards the end of the construction programme.</td>
<td>Small wagons delivering consumable materials to the office and welfare facilities at the end of Wharf Approach will use this route. Staff and visitors may park their cars in the station underground (note-other car parking sites in the vicinity will also be negotiated/ utilized). During site setup, the IGO 50 self erecting crane will need to gain access to the west bank via Wharf Approach and Granary Wharf, however this crane will remain in situ until the works are complete. The crane and delivery wagons for establishing and dismantling the office and welfare facilities at the end of Wharf Approach will also require access via Wharf Approach during the site setup phase.</td>
<td>Large Delivery wagons (sometimes articulated) delivering the large components of the structure (steelwork, pre cast concrete, cladding, glazing) and the barges/vessels to transport the large materials up the river.</td>
</tr>
<tr>
<td><strong>Time of deliveries in the contract programme</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant and consumable material deliveries throughout the duration of the project. Concrete deliveries will be at their peak/concentrated at the start of the program during piling and foundation works and will be intermittent thereafter.</td>
<td>The delivery of consumable office material such as paper will be made to the office/welfare facilities throughout the construction phase, however these deliveries are expected to be made using small vehicles. Deliveries which require larger vehicles, for example for establishing the cabins and welfare facilities at Wharf Approach will be limited to the start and finish of the construction phase.</td>
<td>The delivery of the large components for the structure will be on going throughout the contract programme but this will be carefully managed so that deliveries arrive when required to limit the amount of storage/double handling and craneage.</td>
</tr>
<tr>
<td><strong>Frequency of Deliveries</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>It's is estimated that a peak level of 20No small delivery wagons could arrive per day, delivering /collecting plant and small materials in addition to delivering concrete.</td>
<td>It is estimated that on average 3 or 4No small delivery wagons a day may use this route to deliver consumable materials. During the site setup phase, a maximum of 5No wagons may visit site on a single day.</td>
<td>It is anticipated that large deliveries will not arrive every day (as described above they will be carefully managed so that deliveries will arrive when required to limit the amount of storage/double handling and craneage) and as such on days where deliveries are scheduled 5 of 6 large vehicles may arrive per day.</td>
</tr>
<tr>
<td><strong>Effect of using a Tower crane on the East side of the river</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A similar number of delivery vehicles will visit site via Dark Neville Street if a tower crane is used however there will be a significant increase in the number of large delivery wagons arriving on site via Little Neville Street as the tower crane will be able to lift some large components (Steelwork, cladding, precast</td>
<td>The use of the tower crane will eliminate the need for the IGO 50 self erecting crane to be used on the west bank and as such the only vehicle movements via this route will be small wagons delivering consumable materials to the office and welfare facilities.</td>
<td>If a tower crane is to be used, the amount of large deliveries arriving at Water Lane will be reduced, however this area will still be used as a launch point for getting barges and vessels onto the river and some large materials will still be lifted onto the barges at this location.</td>
</tr>
</tbody>
</table>
concrete, glazing) directly from wagons parked on Little Neville Street. However the limited space available on Little Neville Street will result in the number of large articulated vehicles arriving on a daily basis being restricted to a maximum of 5/day as there is insufficient space for more than one wagon to arrive at one time. Well as staff and visitors which may park their cars in the station undercroft. Because of the very restricted space available on Little Neville St. Therefore it is estimated that 3 of 4 deliveries would be scheduled per day (when lifting was planned or the number of days per week would be reduced).

These vehicle movements are likely to cause some disruption to residents and users of Little Neville Street, Dark Neville Street, Wharf Approach, Granary Wharf and Water Lane. However, at present the data is not available to assess how and the extent to which construction traffic will affect resident, commuter and business journey times.

**Magnitude of effect: Minor adverse**

**Economic activity**

There is presently very limited space in the vicinity of the work area for office and basic welfare facilities for staff. As such, there is the possibility of the contractor renting office space within local commercial units or developing some of the arches within Dark Neville Street. Should these options be selected, this will deliver economic benefits throughout the construction phase.

**Magnitude of effect: Minor beneficial**

**Personal security**

There is the potential for some construction activities to physically obstruct existing security and surveillance systems, which could be detrimental to personal security, however security guards and CCTV will be installed by the appointed contractor at numerous locations around the perimeter of the site to ensure the safe passage of pedestrians and to aid personal surveillance.

**Magnitude of effect: Minor adverse**

5.2.2.2 Indirect effects

**Economic activity**

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29 Ibid.
There is likely to be some increased economic activity as a result of the construction workers utilising local facilities around the LSSE development site with the potential for short-term induced employment.

**Magnitude of effect: Minor beneficial**

### 5.3 Operational Phase

#### 5.3.1 Incorporated Mitigation

The key mitigation measure incorporated into the scheme design to minimise effects on socio-economic receptors during the operational phase has been the extensive programme of consultation, in accordance with Metro’s Statement of Consultation. These consultation and engagement activities, which commenced in 2009, are described below:

**5.3.1.1 Stage one**

Stage one of the consultation was undertaken during August and September 2009 to support the original planning application. The purpose of this was to inform local residents, businesses and user groups about the scheme and to invite feedback on the LSSE proposals to ensure that its operation would deliver maximum benefits and not result in any negative effects for communities and businesses. Consultation activities included:

- an exhibition in a prominent location in Leeds Station over five days and posters throughout the station over the duration of the consultation period;
- meetings with local groups including the Holbeck Urban Village Partnership; Holbeck Urban Village Developer Forum; Leeds Involvement Project; and Leeds Station Access Reference Group;
- letters and leaflet distribution to residents and businesses with a potential interest within a 250m radius of the south of the station;
- a dedicated and regularly updated web page on Metro’s website (www.wymetro.com) through which stakeholders could register their view, opinions and concerns;
- local radio and television interviews with West Yorkshire Passenger Transport Authority and Network Rail;
- a specific programme of consultation with residents of the Blue Apartments (adjacent to the proposed entrance);32
- consultation with key stakeholders including local politicians; the local authority; Holbeck Urban Village Partnership Board; Holbeck Urban Village Developer Forum; Leeds Involvement Project DRG Group; ISIS; the Environment Agency; Network Rail; and Northern Rail.33

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30 A Statement of Consultation was developed in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006. The Transport and Works Act (TWA) 1992 requires the applicant (in this case, Metro and Network Rail) to submit with the draft Order a report summarising all the consultations undertaken, including confirmation that Metro has consulted with all the relevant bodies named in Schedule 5 and 6 to the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006, or if not why not.

31 See Metro / Network Rail (2009): 'Leeds Station Southern Entrance: Statement of Community Involvement'

32 NB. At the time of the public consultation in 2009 the Waterman’s Place Apartments were not complete or inhabited.

Responses to the public consultation indicated a very high level of support for the scheme with 96% of respondents supporting the idea of a new southern entrance.34

5.3.1.2 Stage two

Following the Department for Transport’s confirmation of Programme Entry Approval for the scheme in February 2011, Metro and Network Rail formed a Project Team to prepare a Transport and Works Act Order (TWAO) application for the scheme. To support the TWAO submission a substantial amount of consultation has been undertaken further, both in terms of wider public consultation along with specific targeted stakeholder consultation. Stage two consultation commenced in April 2011 and continued through to the submission of the TWAO. Consultation and engagement activities included:

- face-to-face and telephone consultations with the principal landowners and businesses likely to be effected including;
- a Freephone consultation hotline and project email address to permit consultees to register their views, opinions and concerns;
- maintenance of the dedicated webpage;
- three public exhibitions in December 2011;
- the distribution of over 7,000 information leaflets;
- regular liaison with Leeds City Council members;
- specific correspondence and a questionnaire with all owners and occupiers of Blue, Waterman’s Place and Candle House Apartments together and presentations at four resident association meetings; and
- consultations with other statutory environmental and other key rail stakeholders, including train operating companies.

Responses to the 2011 public consultation showed that 89% of respondents supported LSSE proposals.35

5.3.2 Predicted Effects

This section predicts the direct and indirect effects of the LSSE scheme during the operational phase.

5.3.2.1 Direct effects

Employment

It is not expected that there will be any direct employment as a result of the scheme’s operation.

Magnitude of effect: Negligible

Access, severance and journey times

Forecasts show that there will be improved pedestrian journey times for local residents, businesses users and commuters by providing more direct access to the station platforms. Pedestrian modelling undertaken for the scheme indicates that by 2029 LSSE will be used by between 6,500 and 7,500 people during the three hour morning peak and between 5,800 and 6,300 during the three hour evening peak. As such a maximum of 13,800 passengers could benefit from improved journey times each day.

The following points below describe the particular benefits likely to accrue to each user group.

- **Current and future workers**: Recent work undertaken as part of the ‘Transport for Leeds’ programme of studies has estimated that jobs in the City Centre as a whole will increase from around 102,000 in 2009 to 118,000 (+16%) in 2030. Most new jobs are likely to be located in the expanding southern part of the city centre. The scheme will provide a direct pedestrian link to and from the southern section of Leeds City Centre, thereby giving easier access to in-commuters to the new employment areas.

- **Businesses**: Businesses located south of the station currently experience lengthy access times to and from the station. LSSE will improve access, decreasing journey times for employees and customers. This is likely to improve their ability to attract the best workforce and boost their productivity.

- **Residents**: The provision of LSSE will improve the existing severance impacts of the station by providing better access to those living or working to the south. This could result in better social inclusion for those residents living to the south of the impact area in highly deprived areas. The 2009 and 2011 consultation activity indicated some confidence amongst residents that they would benefit from journey time savings and improved accessibility.

- **Cyclists**: The new entrance will link directly to the Cycle Network Route 66 and cyclists will be directed to the existing secure cycle storage at CyclePoint and to the cycle racks on Platform 1 in the station. Some existing cycle racks on the west bank (in Granary Wharf) of the River Aire may need to removed as part of the works. It is likely that these will be relocated in an arch belonging to Network Rail in the vicinity of the new entrance. Clear signs will be provided at LSSE to Route 66 and to the secure cycle point facilities at the main station entrance. These facilities will improve access to bicycles and potentially encouraging more people to use non-motorised transport to get to the station.

- **Local highway users**: There could be modest time savings for highways users as the new entrance could encourage some modal shift from road to rail.

**Magnitude of effect: Moderate beneficial**

### 5.3.2.2 Indirect effects

**Economic activity**

Existing businesses are likely to benefit from more trade as result of easier access for customers. This is likely to be particularly beneficial for the bars and restaurants in Granary Wharf. The increased footfall round the south of the station also has the potential to attract new business to the area and further

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encourage inward investment and regeneration. The 2009 and 2011 consultation activities also highlighted that local people considered that LSSE could help to deliver positive economic impacts.\(^{39}\)

*Magnitude of effect: Moderate beneficial*

6. Significant Residual Effects

6.1 Significant Residual Effects

6.1.1 Overview

This section provides a summary of the residual effects which remain after implementation of incorporated mitigation and are considered to be significant in terms of the assessment methodology presented in Chapter 2. The effects can be either adverse or beneficial.

For the purposes of the socio-economic assessment, only those impacts classified as moderate or major adverse/beneficial after incorporated mitigation has been applied are classified as significant.

6.1.2 Construction Phase

The construction phase is likely to deliver some beneficial effects, particularly in terms of direct employment, a considerable proportion of which is likely to be drawn from the local area, and indirect economic activity for businesses around the station which will benefit from increased trade due to the workers on site.

Some moderate residual adverse effects are likely to be experienced due primarily to the operation of the crane during the construction phase. If a tower crane on the east bank of the River Aire is selected there will be access disruption for businesses and residents needing to use Little Neville Street and visual intrusion for the Hilton Hotel and residents in the Blue Apartments. If the self-erecting crane is chosen, access to Waterman's Place Apartments will be obstructed and there will also be disruption to the substation underneath the viaduct arches. Transportation of the self-erecting crane to the proposed location will also cause short term disruption to users of the Granary Wharf open space and the businesses which border this.

6.1.3 Operational Phase

All of the effects that have been identified by this assessment are likely to be beneficial for local businesses and communities. Of these beneficial effects, the improvements in access are likely to be of a moderate beneficial effect because businesses, employees, residents and cyclists are all expected to experience improvements. The indirect effects on economic activity are also considered moderate beneficial; for local businesses in Granary Wharf LSSE are likely to result in increased trade whilst all businesses within the impacts areas south of the station will benefit as LSSE adds to the regeneration of the area.
### 6.1.4 Summary of effects

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Receptor</th>
<th>Summary of effect</th>
<th>Incorporated Mitigation</th>
<th>Residual effect (i.e. following mitigation)</th>
<th>Significance following mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Level of effect</td>
<td>Adverse/ Beneficial</td>
</tr>
<tr>
<td>Construction</td>
<td>Employment</td>
<td>It is forecast that, at the construction peak, approximately 100 staff and operatives will be employed. It is anticipated that a large proportion of staff will be locally based and that general labour and potentially some sub-contractors will be sourced from the local area</td>
<td>N/A</td>
<td>Moderate</td>
<td>Beneficial</td>
</tr>
<tr>
<td></td>
<td>Construction disturbance – tower crane</td>
<td>Little Neville Street will be closed for one week while the crane is erected and dismantled. During this period residents of the Blue Apartments and businesses on Little Neville will experience some visual intrusion from the crane, day and night, over the 62 weeks construction period. During this time pedestrian access to the Blue Apartments and businesses on Little Neville Street will be maintained.</td>
<td>The contractor will employ a Liaison Manager to consult with any third parties to minimise disruption. A Community Engagement Plan will be produced and the Liaison Manager will attend local residents meetings and forums. This Liaison Manager will deal not only with craneage disruption but also any other issues that arise. Hoarding and fencing will be put in place around the works sites for safety. Again, this will not only apply to the crane but all works sites. It is not anticipated that hoarding will be required on the ISIS footbridge. If the self-erecting crane is selected access to the electricity substation underneath the arches will be maintained and the cycle storage facilities will be moved to Granary Wharf.</td>
<td>Moderate</td>
<td>Adverse</td>
</tr>
<tr>
<td></td>
<td>Construction disturbance – self erecting crane</td>
<td>Visual intrusion for these residents will be experienced during the day, although unlikely to be as severe as that caused by the tower crane. There will be no visual intrusion in the evenings.</td>
<td></td>
<td>Moderate</td>
<td>Adverse</td>
</tr>
</tbody>
</table>
**Access and severance**  
The existing Dark Neville Street footbridge will be removed. This could cause some temporary disruption and severance for communities, however pedestrians will still be able to use the adjacent vehicular bridge on Dark Neville Street.

Footways will be maintained where possible. Where temporary closures are required the contractor will apply to the Council. Closures and diversions will be fully advertised.

<table>
<thead>
<tr>
<th>Minor</th>
<th>Adverse</th>
<th>Temporary</th>
<th>Not Significant</th>
</tr>
</thead>
</table>

**Journey times**  
Construction vehicle movements transporting plant and materials to the works sites is likely to cause some journey disruption to residents, businesses and commuters.

Pileage for the river piers and other construction materials will be transported by a barge to minimise impacts on local roads. The contractor will also maintain dialogue with the station management staff to minimise disruption.

<table>
<thead>
<tr>
<th>Minor</th>
<th>Adverse</th>
<th>Temporary</th>
<th>Not Significant</th>
</tr>
</thead>
</table>

**Economic activity**  
There is the possibility of the contractor renting office space within local commercial units or developing some of the arches within Dark Neville Street.

Lighting, hoarding and surveillance will be installed at numerous locations around the site perimeter.

<table>
<thead>
<tr>
<th>N/A</th>
<th>Minor</th>
<th>Beneficial</th>
<th>Temporary</th>
<th>Not Significant</th>
</tr>
</thead>
</table>

**Personal security**  
There is the potential for construction activities to physically obstruct existing security and surveillance system which could be detrimental to personal security.

<table>
<thead>
<tr>
<th>Minor</th>
<th>Adverse</th>
<th>Temporary</th>
<th>Not Significant</th>
</tr>
</thead>
</table>

### Indirect Effects

**Economic activity**  
Likely to be some increased economic activity as a result of the construction workers utilising local facilities and also the potential for short-term induced employment.

<table>
<thead>
<tr>
<th>N/A</th>
<th>Moderate</th>
<th>Beneficial</th>
<th>Temporary</th>
<th>Not significant</th>
</tr>
</thead>
</table>

**Employment**  
It is not expected that there will be any direct employment as a result of the scheme’s operation.

<table>
<thead>
<tr>
<th>N/A</th>
<th>Negligible</th>
<th>N/A</th>
<th>Permanent</th>
<th>Not significant</th>
</tr>
</thead>
</table>

**Access and severance**  
Between 12,300 and 13,800 pedestrians will benefit from reduced journey times in the three hour morning / evening peaks alone. Particular benefits will accrue to current and future workers; businesses; residents; cyclists and highway users.

<table>
<thead>
<tr>
<th>N/A</th>
<th>Moderate</th>
<th>Beneficial</th>
<th>Permanent</th>
<th>Not significant</th>
</tr>
</thead>
</table>

### Indirect Effects

**Economic activity**  
Likely to benefit from more trade as result of easier access for customers. This is likely to be particularly beneficial for the bars and restaurants in Granary Wharf.

<table>
<thead>
<tr>
<th>N/A</th>
<th>Moderate</th>
<th>Beneficial</th>
<th>Permanent</th>
<th>Not significant</th>
</tr>
</thead>
</table>
6.2 Supplementary Mitigation

6.2.1 Overview

Supplementary mitigation is required either to mitigate an identified residual effect or to provide enhancement to the proposed development.

6.2.2 Construction Phase

The contractor is employing a dedicated Liaison Manager to consult with third parties during the period of construction. Following the decision about craneage it is suggested that pro-active consultation is undertaken with those businesses and/or apartment residents which are likely to be affected by the crane’s operation to look for opportunities to mitigate any adverse effects.

6.2.3 Operational Phase

During the public consultation exercises, some concerns were raised around personal safety due to the narrowness of the proposed walkways. Some members of the community may not perceive this entrance to be safe for use after dark, which will limit the accessibility benefits of the scheme. As an enhancement measure, it would be worthwhile taking steps to address personal safety concerns by, for example, designing in extra lighting, CCTV or phone help points. This will help to ensure that the scheme’s access potential is realised.

6.3 Compliance with Planning Policy

6.3.1 National policy

LSSE scheme is consistent with the NPPF. Through enabling better accessibility and easing journey times, economic and social benefits should be felt by residents and businesses, particularly in terms of improving economic vibrancy of the impact area.

6.3.2 Sub-regional and local policy

Local planning and community objectives are also centred on the need to secure better connections, particularly to link people to jobs and services and spread the benefits of economic growth. Again, LSSE will assist in meeting these objectives, particularly benefiting the residents and business communities within the regeneration area immediately to the south of Leeds City Station.
7. References

7. Leeds City Council (2009), ‘The agenda for improved economic performance’
13. Leeds Local Development Plan webpage. See: http://www.leeds.gov.uk/Page.aspx?pageIdentifier=d0cfc0f5-6696-4d24-87e4-60bf5af6ed59
16. ONS (Dec 2011): ‘Summary - Claimants of Jobseeker’s Allowance (JSA) in the UK by Local Authority’