



TRANSPORT AND WORKS ACT 1992

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

THE NETWORK RAIL (LEEDS TO MICKLEFIELD ENHANCEMENTS) ORDER

DOCUMENT NR13: PLANNING STATEMENT

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Abbreviation	Full terminology
ALA	Acquisition of Land Act 1981
BNG	Biodiversity Net Gain
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DfT	Department for Transport
EIA	Environmental Impact Assessment
FRA	Flood Risk Assessment
GPDO	The Town and Country Planning (General Permitted Development) England Order 2015, as amended
INNPS	Invasive Non-Native Plant Species
IRP	Integrated Rail Plan
LEMP	Landscape and Ecological Management Plan
MMP	Materials Management Plan
NIDP	National Infrastructure Delivery Plan
NPPF	National Planning Policy Framework
NPSNN	National Policy Statement for National Networks
O(H)LE	Overhead Line Equipment (for electrification of railway)
PPG	Planning Practice Guidance
PRoW	Public Right of Way
RPA	Root Protection Area
SINC	Site of Importance for Nature Conservation
SoS	Secretary of State
SSSI	Site of Special Scientific Interest

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TPO	Tree Preservation Order
TRU	Transpennine Route Upgrade
TSC	Traction Sectioning Cabinet
TWAO	Transport and Works Act Order

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1. INTRODUCTION

1.1 Transpennine Route Upgrade

- 1.1.1 The Transpennine Route Upgrade (TRU) is a major, multi-billion-pound programme of improvements to bring more frequent, faster and greener trains between York, Leeds and Manchester on a better, cleaner, more reliable railway.
- 1.1.2 TRU is a phased programme of works to address the existing overcrowding and congestion on the Transpennine Route, attributable to the limited capacity and dated infrastructure. The project supports economic growth, and “levelling up” opportunities across the north of England. The existing Transpennine Route carries a mix of fast express trains, local stopping services and freight trains but has not seen significant investment for many years.
- 1.1.3 The TRU programme involves a variety of works including: the electrification of the railway (installation of overhead line equipment (O(H)LE) and associated infrastructure); removal, re-modelling and replacement of bridges and structures to accommodate O(H)LE; track and signalling upgrades; and structural strengthening works. Where level crossings are affected by the improved services proposed, TRU also involves level crossing closures and, where necessary, their replacement by safer alternatives.

1.2 The proposed Network Rail (Leeds to Micklefield Enhancements) Transport and Works Act Order

- 1.2.1 The proposed Network Rail (Leeds to Micklefield Enhancements) Transport and Works Act Order (TWAo) (‘the Leeds to Micklefield Enhancements Order’) forms part of the wider TRU programme of works.
- 1.2.2 Within the East of Leeds section of TRU, between Leeds and York, a number of TRU works will require the use of land outside the control of Network Rail. These works involve the demolition and construction of overbridges; the closure of level crossings and implementation of safer alternatives; and the land acquisition and temporary access required for construction.
- 1.2.3 These works and associated land uses are proposed to be authorised by the Leeds to Micklefield Enhancements Order. Collectively these works and land uses are referred to as the Leeds to Micklefield Enhancements Order Scheme (‘the Scheme’).

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- 1.2.4 The Leeds to Micklefield Enhancements Order will include a range of powers including the acquisition of all necessary land and rights, the temporary use of land; the authorisation of works and deemed planning permission, the diversion or stopping up of public rights of way (PRoW), environmental consents, closure of the level crossings and powers to alter public highways and to undertake street works.
- 1.2.5 The Scheme consists of twenty-one elements. This Planning Statement focuses only on those elements for which deemed planning permission is sought (**'the Scheme Development'**), as summarised in Table 1. As explained further in section 3.1, other elements of the Scheme either involve no development or are permitted development under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO).

Leeds to Micklefield Enhancements Order Scheme Element	Deemed planning permission sought?
Austhorpe Lane Gas Main Diversion	Yes
Replacement Austhorpe Lane Bridge	Yes
Austhorpe Lane Northwest and Southeast Compounds	No
Works to Raise Crawshaw Woods Bridge	Yes
Crawshaw Woods Bridge North and South Compounds	No
New Barrowby Lane Bridge	Yes
Ridge Road Gas Main Diversion	Yes
Replacement Ridge Road Bridge	Yes
Micklefield TSC	Yes
Peckfield Level Crossing Closure	Yes
Kirkgate to Marsh Lane Land	Yes
Kirkgate Compound and Kirkgate Construction Land	No
Marsh Lane Compound and Marsh Lane Construction Land	No
Manston Lane Compound	No
Brady Farm Bridge Compound	No
Phoenix Avenue Compound	No
Garforth Moor Level Crossing Closure	No
Highroyds Wood Level Crossing Closure	No
Neville Hill Access Land	No
Osmondthorpe Lane Compound	No
Wykebeck Avenue Compound	No

Table 1. List of Leeds to Micklefield Enhancements Order Scheme elements

- 1.2.6 Further details of each Scheme Development element are provided in section 3.
- 1.2.7 The application process for a Transport and Works Act Order (TWAo) is governed by the Transport and Works (Applications and Objections) (England and Wales) Rules 2006 ("The Rules"). Pursuant to Rule 10(6) of the Rules, the TWAo application is

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accompanied by a request for a Planning Direction from the Secretary of State (SoS) for Transport under section 90(2A) of the Town and Country Planning Act 1990. Under the Planning Direction, the required planning permissions are deemed to be granted for the development sought to be authorised by the Order, subject to any conditions.

- 1.2.8 The Scheme includes works to four Grade II listed bridges. Applications for listed building consent (LBC) for each bridge do not form part of the Order but will be submitted and determined concurrently.

1.3 TWAO submission documents

- 1.3.1 This Planning Statement is one of a suite of supporting documents for the TWAO application and should be read in conjunction with those documents, in particular the Request for Deemed Planning Permission and Statement of Proposed Conditions (NR12), the Statement of Aims (NR04), the Consultation Summary Report (NR07), the Design and Access Statement (NR15) the Environmental Report (NR16) and Network Rail Code of Construction Practice (NR17). At the time of submission, the following listed documents make up the TWAO application for the Scheme.
- NR 01 Application Letter.
 - NR 02 Draft Order.
 - NR 03 Explanatory Memorandum explaining the purpose and effect of each article in the draft Order.
 - NR 04 Statement of Aims.
 - NR 05 Funding Statement.
 - NR 06 Estimate of Costs.
 - NR 07 Consultation Summary Report.
 - NR 08 Book of Reference.
 - NR 09 Works & Land Plans.
 - NR 10 EIA Screening Report.
 - NR 11 Rule 18 Waiver.
 - NR 12 Request for Deemed Planning Permission and Statement of Proposed Conditions.
 - NR 13 Planning Statement.
 - NR 14 Planning Drawings.

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- NR 15 Design and Access Statement.
- NR 16 Environmental Report.
- NR 17 Network Rail Code of Construction Practice.
- NR18 List of Consents, permission or licences under other enactments

1.4 Planning Statement

1.4.1 The purpose of this Planning Statement is to appraise the elements of the Scheme Development (see Table 1) against the provisions of local and national policy and other material considerations.

1.4.2 This Planning Statement is set out as follows.

- Section 2 sets out the background to and the need for the Scheme Development.
- Section 3 sets out a full description of the location and works proposed as part of the Scheme Development and the surrounding land character and landscape.
- Section 4 sets out the options process that took place for the different elements of the Scheme Development.
- Section 5 sets out the benefits of the Scheme Development.
- Section 6 provides a summary of the relevant planning and transport policy context and also describes current planning applications and planned developments within and close to the deemed planning permission application sites. The National Planning Policy Framework (NPPF) and the local development plan provides the planning policy context for the proposed Scheme development.
- Section 7 contains an assessment of each of the deemed planning permission applications against all relevant planning and transport policies.
- Section 8 sets out the proposed planning conditions pertinent to the deemed planning permission applications.
- Section 9 provides the conclusion.

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2. BACKGROUND

2.1 Introduction

- 2.1.1 The Transpennine Route is a key strategic rail route across the North of England, linking Manchester and York, via Huddersfield and Leeds.
- 2.1.2 The Scheme Development forms part of a wider upgrade to the whole of the Transpennine Route, which comprises a series of projects between Manchester, Huddersfield, Leeds and York, with the objective of improving journey times and capacity between key destinations on the line, improving overall reliability and resilience, and providing environmental benefits from transferring passengers and freight from road to a railway that can accommodate electric trains
- 2.1.3 The wider TRU programme is being designed as a phased programme of interventions with each set of interventions being delivered as separate projects. Paragraph 1.1.3 summarises the type of interventions that comprise this wider programme.

2.2 Need for Leeds to Micklefield Enhancements Order Scheme

- 2.2.1 The High Level Output Statement of July 2017 by the Department for Transport sets out information for the Office of Rail and Road and for the rail industry about what the SoS for Transport wants to be achieved by railway activities during railway Control Period 6, which runs from April 2019 to March 2024 (CP6). Control Periods are the 5-year business and commercial planning periods within which Network Rail operates. As a part of the High Level Output Statement, the SoS for Transport announced a commitment to funding for the completion of the TRU Project, which includes the work proposed as a part of this TWAO.
- 2.2.2 The most recent High Level Output Statement by the Department for Transport, dated 01 December 2022, covers the period commencing 1 April 2024 and finishing on 31 March 2029 (Control Period 7). This Statement includes various high level desired objectives for railway transportation that TRU will make a significant contribution to, including the following.
 - Railway safety as a priority, including alternatives to level crossings which should be delivered within the constraints of the funding envelope.
 - Freight growth, underpinned by service reliability and capacity allocation.

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- Moving towards a low-emissions railway via decarbonisation (electrification).
 - Digital signalling.
- 2.2.3 The Department for Transport also published its five-year Rail Network Enhancements Pipeline (RNEP) in 2019, listing projects that will increase the capabilities of the rail network in England and Wales where development is being funded as part of the enhancements budget in CP6. Section 4, paragraphs 4.6 & 4.7 of the RNEP confirms this and states that the Transport Secretary will set aside £3bn of investment to provide improvements to journey times, capacity and reliability along the Transpennine Route.
- 2.2.4 The status of the wider TRU programme was also confirmed in the Government's Integrated Rail Plan for the North and Midlands (IRP) (November 2021) where full support was given to the development of the Transpennine Route as the first step in delivering the wider package of improvements known as Northern Powerhouse Rail. The IRP confirms that it is government policy to build the TRU as part of the IRP core pipeline and that TRU will include the electrification of the whole Transpennine Route, digital signalling throughout, sections of three and four-tracking (to improve capacity) and gauge upgrades to support intermodal freight. The IRP specifically states that TRU will include the electrification of the Leeds to York section. The IRP goes on to note that the TRU constitutes the first phase of a wider Northern Powerhouse Rail (NPR) strategy, stating that the introduction of NPR services on the Transpennine Route will be delivered by 2030-32 and there is therefore an urgent need for the timely delivery of TRU.
- 2.2.5 In addition to wider rail investment strategy and government policy, Network Rail created a programme in 2010 to reduce the risk at level crossings by closing and upgrading as many level crossings as possible throughout the railway network. The most effective way of reducing level crossing risk is to eliminate the crossing completely by closing it. However, where this is not possible, Network Rail will look at options to make crossings safer. It is the aim to achieve the maximum possible risk reduction at all level crossings, prioritising the closure of those that present the biggest danger. This will help to deliver Network Rail's long-term goals for level crossings to reduce safety risk to the public, passengers, and their work force; increase rail capacity and performance across the network; and reduce operational and financial risk. Also, the improved service to be delivered as part of the TRU means that the risk at some level crossings will increase (due to more frequent and faster trains), and their elimination is a positive contribution to

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railway safety and management helping to deliver on Network Rail's risk reduction programme.

- 2.2.6 The Scheme Development contributes towards this through powers to close five level crossings which will eliminate the safety risks associated with at grade crossings and will prepare the Route to accommodate electrification and track works.
- 2.2.7 Alternative options were considered in advance of finalising the design of Scheme Development elements which are the subject of the TWAO application for deemed planning permission. Section 4 of this Planning Statement provides details of this process. Further information on alternative designs considered can be found in the Design & Access Statement (NR15) and details of consultation undertaken on options are set out in the accompanying Consultation Summary Report (NR07).

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3. SCHEME DEVELOPMENT DESCRIPTION AND SITE AND SURROUNDINGS

3.1 Scheme Development description

- 3.1.1 The Scheme Development elements are described in outline below, starting in the west of the Leeds-York section of TRU just outside Leeds Station and running in an easterly direction to Micklefield.
1. The installation of small-scale electrification and signalling infrastructure mounted on metal staging structures between Kirkgate Viaduct (HUL4/47) and Marsh Lane Viaduct (HUL4/44) at Penny Pocket Park in Leeds City Centre **(the ‘Kirkgate to Marsh Lane Land’)**.
 2. Removal of existing Northern Gas Networks high-pressure gas main pipe bridge (HUL4/20B) located adjacent to Austhorpe Lane Overbridge (HUL4/21) and diversion of the gas main via a new micro-tunnel constructed under the railway **(the ‘Austhorpe Lane Gas Main Diversion’)**.
 3. Demolition of the Grade II listed public highway Austhorpe Lane Overbridge (HUL4/21) and Austhorpe Lane Footbridge (HUL4/21A) and the construction of a new dual-purpose overbridge **(the ‘Replacement Austhorpe Lane Bridge’)** incorporating a two-lane carriageway highway (5.5 metres) and 2-metre footway on the western side.
 4. Works to partially dismantle and reinstate the Grade II Listed Crawshaw Woods Overbridge (HUL4/20) in an elevated position to allow sufficient headroom for the installation of O(H)LE **(the ‘Works to Raise Crawshaw Woods Bridge’)**.
 5. The construction of a ramped bridleway bridge at Barrowby Lane **(the ‘New Barrowby Lane Bridge’)** and access tracks **(‘New Access Tracks to New Barrowby Lane Bridge’)** to replace the closed Barrowby Lane and Barrowby Foot Level Crossings.
 6. Removal of existing Northern Gas Networks high-pressure Gas Main Pipe Bridge (HUL 4/15) adjacent to Ridge Road Overbridge (HUL4/14) and diversion of the gas main via a new micro-tunnel

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constructed under the railway (the '**Ridge Road Gas Main Diversion**').

7. Demolition of the Grade II Listed Ridge Road Overbridge (HUL4/14), the construction of a new overbridge (the '**Replacement Ridge Road Bridge**') incorporating re-alignment of existing highway.
 8. The construction of a Track Sectioning Cabinet (TSC) (**the 'Micklefield TSC'**) on land off Phoenix Avenue, Micklefield.
 9. Works for the closure of Peckfield Level Crossing and construction of Public Right of Way diversion (footpath or bridleway link to PRow Micklefield 8) (**the 'Peckfield Level Crossing Closure'**) with associated highways improvement and parking works (**'The Lower Peckfield Lane Highway Works'**).
- 3.1.2 In section 3.2 of this Planning Statement, the sites and surrounding features of the Austhorpe Lane Gas Main Diversion and Replacement Austhorpe Bridge are considered together, as are the Ridge Road Gas Main Diversion and Replacement Ridge Road Bridge. In section 7 of this Planning Statement, the assessment of compliance with planning policy is also generally considered together, but includes a separate assessment where the overbridge and gas main works differ materially in their environmental effects.
- 3.1.3 The location of the Scheme Development elements of the Leeds to Micklefield Enhancements Order is shown in Figure 1.

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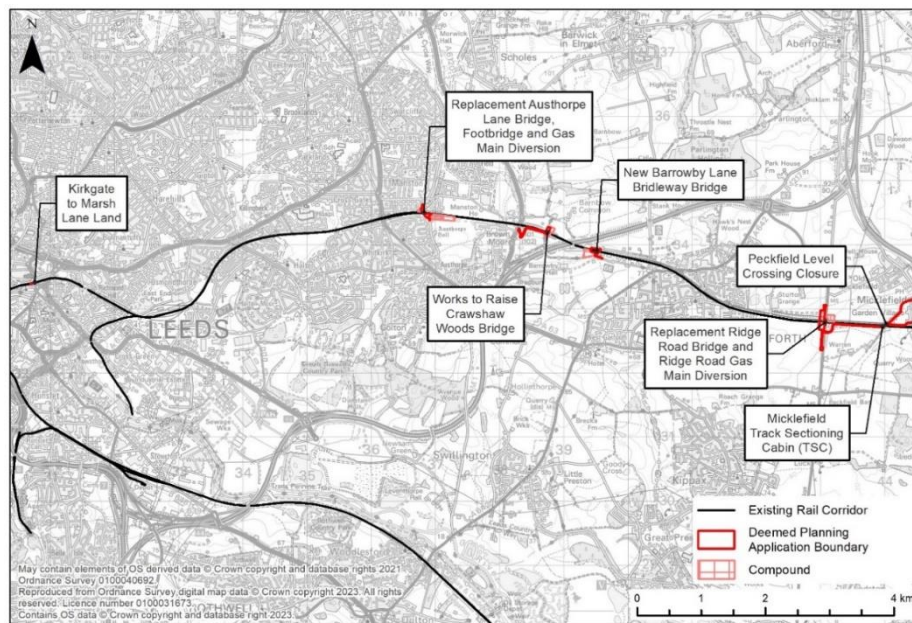


Figure 1: Location of Scheme Development elements from Leeds to Micklefield

3.1.4 For reference, the elements of the wider Scheme not requiring deemed planning permission (as opposed to the Scheme Development works which do require deemed planning permission) are listed below, together with a reference to which part of the Town and Country Planning GPDO applies.

1. A temporary compound and construction works in connection with the reconstruction of the existing Kirkgate Underbridge (HUL 4/47) requiring the temporary use of land in Leeds City centre adjacent to the underbridge (**the 'Kirkgate Compound and Kirkgate Construction Land'**). GPDO Part 4.
2. The temporary use of land as a compound for construction adjacent to Marsh Lane Viaduct (HUL4/44) (**the 'Marsh Lane Compound and Marsh Lane Construction Land'**), to the southeast of Leeds City Centre. GPDO Part 4.
3. Temporary construction compound areas north-west and south-east of Austhorpe Lane Overbridge (the **'Austhorpe Lane Northwest and Southeast Compounds'**) GPDO Part 4.
4. The temporary use of land for as a construction compound to the south of Manston Lane, Cross Gates (**the 'Manston Lane Compound'**), including a new access from Manston Lane to facilitate the TRU track renewal programme. GPDO Part 4.

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5. Temporary use of land associated with the Works to Raise Crawshaw Woods Bridge for construction compounds north and south of the railway (the '**Crawshaw Woods Bridge Compound North**' and the '**Crawshaw Woods Bridge Compound South**'). GPDO Part 4.
6. Temporary use of land for construction of the ramped bridge ('**the Barrowby and the temporary Lane Bridge Compound**') (GPDO Part 4) and the permanent acquisition of land required for the new bridge, Public Right of Way diversion (Austhorpe 9 / Barwick 10).
7. Temporary use of land for a construction compound for the replacement Ridge Road Bridge ('**Ridge Road Northeast Compound and Ridge Road South Compound**'). GPDO Part 4.
8. Temporary use of land for a compound off Phoenix Avenue ('**the Phoenix Avenue Compound**') to facilitate the TRU programme. GPDO Part 4.
9. Temporary use of land adjacent to Grade II listed **Brady Farm Overbridge (HUL4/15)** in connection with demolition of the overbridge ('**the Brady Farm Bridge Compound**'). GPDO Part 4/11.
10. Closure of **Garforth Moor Level Crossing** and stopping up of associated Public Right of Way Garforth 7 (the '**Garforth Moor Level Crossing Closure**'). No development proposed.
11. Closure of **Highroyds Wood Level Crossing** and diversion of associated Public Right of Way Micklefield 7 (the '**Highroyds Wood Level Crossing Closure**'). No development proposed.
12. Permanent use of land off Newmarket Approach to provide access to Neville Hill railway sidings ('**the Neville Hill Access Land**'). A separate planning permission will be sought under the Town and Country Planning Act 1990.
13. Temporary use of land required for use as a construction compound in connection with the construction of a replacement of Osmondthorpe Lane underbridge ('**the Osmondthorpe Lane Compound**'). GPDO Part 4.

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14. Temporary use of land required for a compound to facilitate track renewal and overhead line clearance works at Wykebeck Avenue (the '**Wykebeck Avenue Compound**'). GPDO Part 4.

3.2 Sites and surroundings

- 3.2.1 This section describes the existing sites of the Scheme Development elements and the areas that surround them. All parts of the Scheme Development are located within the metropolitan borough of the City of Leeds, West Yorkshire along the railway between central Leeds at the western end and Peckfield Level Crossing near Micklefield at the eastern end.

Kirkgate to Marsh Lane Land

- 3.2.2 The Kirkgate to Marsh Lane land is located on a railway embankment in central Leeds, approximately 1.6km east of Leeds Railway Station (Figure 2). The land required is small parcels of land, approximately 190 square metres, on the railway embankment not more than 5m from the Network Rail land boundary. The specific locations required are to be determined through a detailed design process. The railway embankment forms part of an approximately 1ha public park known as Penny Pocket Park and includes gravestones, grassland and some mature trees (Figure 3).

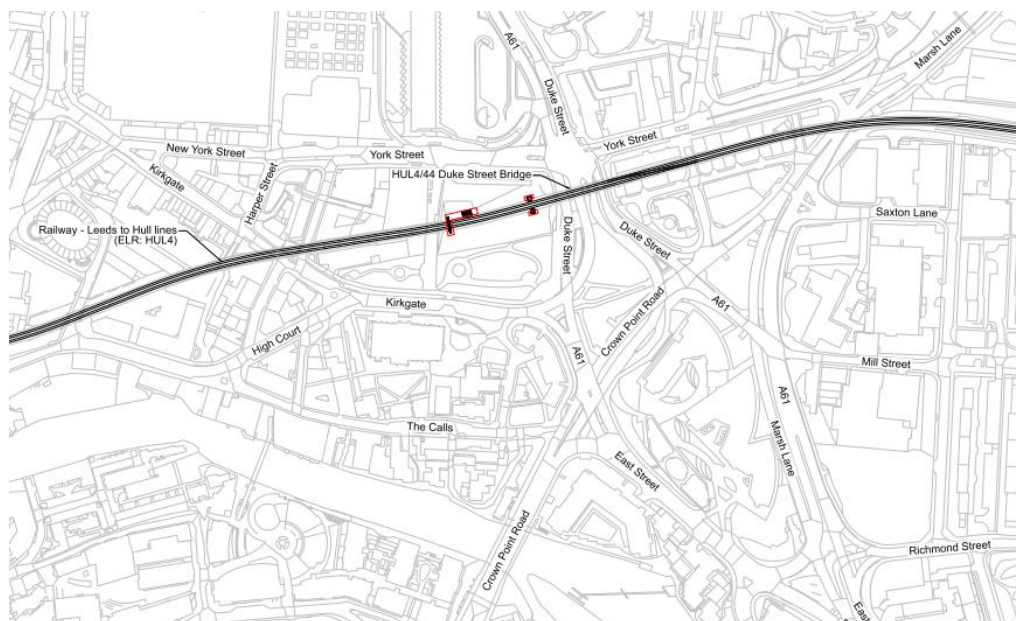


Figure 2 Location of Kirkgate to Marsh Lane Land

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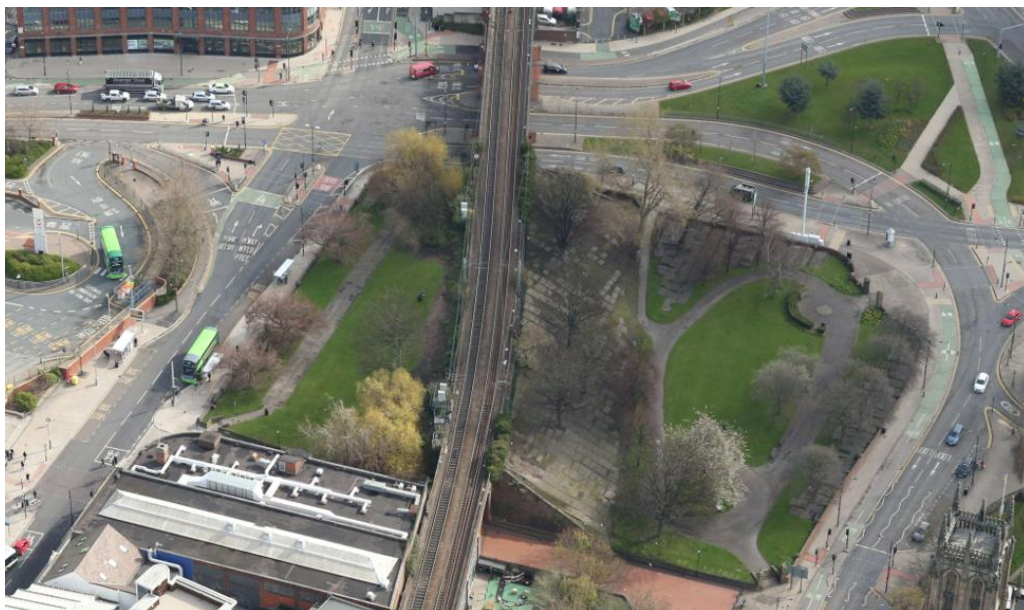


Figure 3 Aerial View of Kirkgate to Marsh Lane land (Source: RouteView)

- 3.2.3 Penny Pocket Park is designated Green Space (G84) surrounded on its north, east and west sides by public highways and on the west by a pedestrian walkway (Figure 3), from which the new infrastructure will be visible. Penny Pocket Park is also designated open space under the Acquisition of Land Act 1981 (ALA).
- 3.2.4 Regarding heritage, the site is within Leeds City Centre Conservation Area, to the south and south-west of the site (approximately 125m) is a cluster of 6 Grade II listed buildings and the Grade I listed Leeds Minster and to the north-west of the site (approximately 100m) is Grade II listed 46 and 48 New York Street.

Replacement Austhorpe Lane Overbridge and Austhorpe Lane Gas Main Diversion

- 3.2.5 There are three elements to the works at Austhorpe Lane Bridge incorporating:
- Austhorpe Lane Overbridge (HUL/21);
 - Austhorpe Lane Footbridge (HUL4/21A); and
 - Austhorpe Lane Gas Main Pipe Bridge (HUL4/20B).

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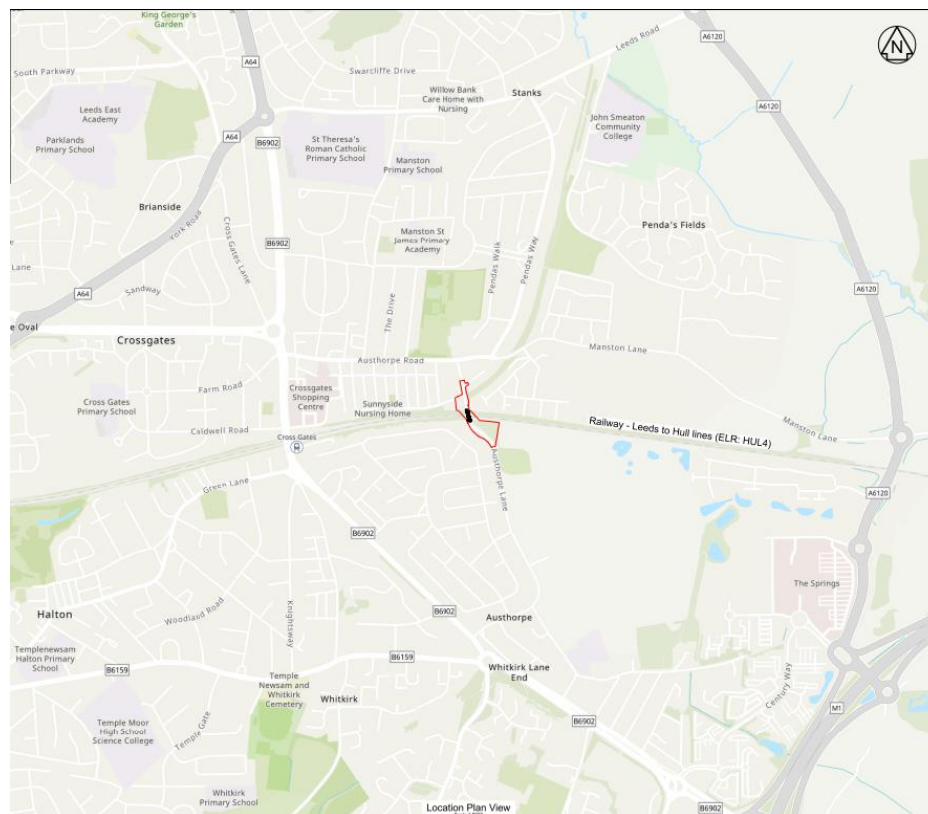


Figure 4 Location of Austhorpe Lane Overbridge, Footbridge, and Gas Main Bridge

- 3.2.6 Austhorpe Lane Overbridge is located 0.6km east of Cross Gates Railway Station (Figure 4). It is a Grade II Listed structure with a single carriageway public highway crossing over it.
- 3.2.7 Austhorpe Lane Footbridge runs immediately adjacent and parallel to the road bridge on the western side of the bridge and is a PRoW.
- 3.2.8 The Gas Main Pipe Bridge is a high-pressure gas main attached to Austhorpe Lane Overbridge on the eastern side of the bridge, connecting into the buried gas main system either side of the bridge.
- 3.2.9 Austhorpe Lane Bridge is located adjacent to residential areas to the north-east and south-west (Figure 5). The Austhorpe Lane works include compounds to the north-west and south-east of the bridge. The north-western of these sites currently comprises business storage and is used as a paddock, beyond this site to the north are residential streets. The south-eastern site is an area of woods and open scrub land that is designated in the development plan as Green Space, beyond which is a sports ground to the south-east.

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Figure 5 Aerial view (looking east) of Austhorpe Lane Overbridge, Footbridge, and Gas Main Bridge

Works to Raise Crawshaw Woods Bridge

- 3.2.10 Crawshaw Woods Overbridge is located approximately 2.5km east of Cross Gates Railway Station and 0.3km to the north of the M1 motorway (Figure 6). It is a Grade II Listed structure with private vehicle rights and a PRow running over it. The Scheme Development site includes the bridge works and an access point from the public highway. The works will be built from a compound and access roads north and south of the railway that benefit from permitted development under Part 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

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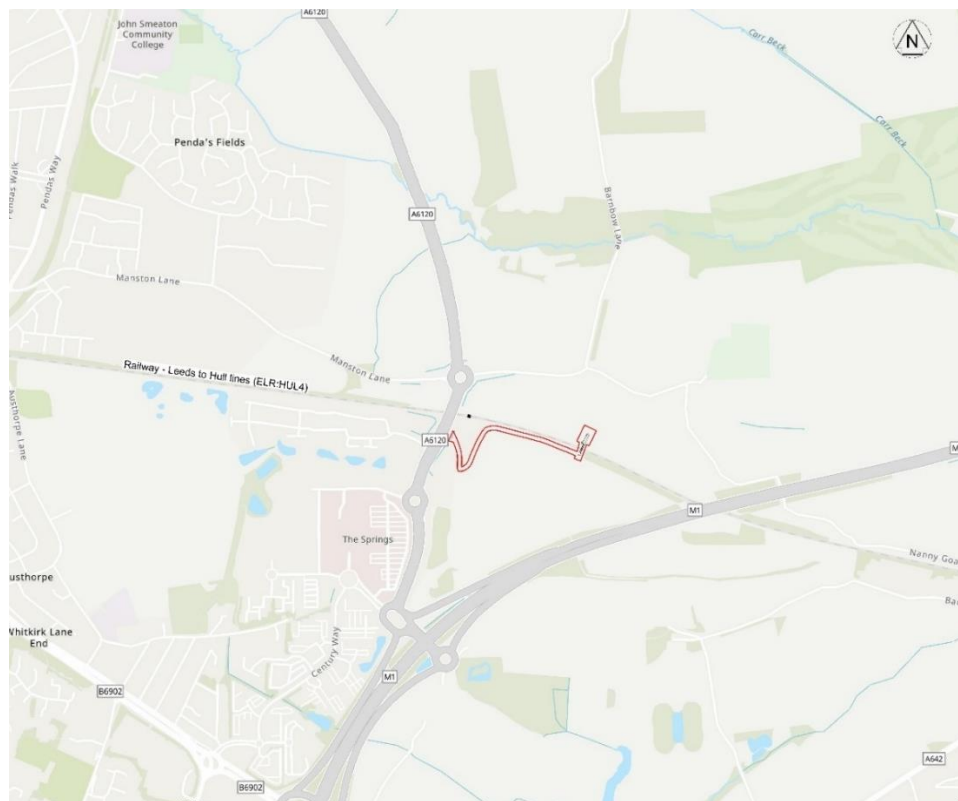


Figure 6 Location of Crawshaw Woods Overbridge

- 3.2.11 The land surrounding the bridge is rural in character comprising agricultural fields used for grazing (Figure 7). A PRoW footpath runs across the bridge and connects into the wider PRoW network with open fields in all surrounding directions that are designated as Green Belt. The M1 motorway runs roughly east-west about 260m south of the bridge and Shippen House Farm is about 215m north north-east of the bridge.
- 3.2.12 Approximately 0.5km to the west of the site is the William Parkin Way public highway, which provides access to a recently built large scale commercial and residential development on the eastern edge of Leeds city, including the Thorpe Park retail park adjacent to a junction of the M1. This area is subject to a local plan allocation E4:6 for residential and office uses as well as the potential for a new Thorpe Park railway station.
- 3.2.13 Immediately to the south of the bridge there previously was a site allocation in the local plan with an indicative capacity for 150 residential units and 10ha of employments uses (*Policy MX2-38 Barrowby Lane, Manston*). However, this has since been removed from the local plan subject to a recent inspector's direction (refer to paragraphs 6.3.58-6.3.71 for more details).
- 3.2.14 To the north and west of the bridge are open agricultural fields and farm buildings on both sides of the M1 motorway.

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Figure 7 Aerial view (looking west) of Crawshaw Woods Bridge

New Barrowby Lane Bridge

- 3.2.15 Barrowby Lane and Barrowby Foot Level Crossings are both located west of Garforth (Figure 9).
- 3.2.16 Approximately 0.75km west of Garforth, Barrowby Lane Level Crossing is a bridleway crossing that connects Barrowby Lane to the south of the railway, leading to Nanny Goat Lane to the north of the railway (Figure 8). The Scheme Development site includes the bridge works only. The works will be built from compounds which will be accessed via roads from the north and south of the railway that will be constructed using permitted development rights under Part 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 3.2.17 Approximately 0.3km west of Garforth, Barrowby Foot Level Crossing is a PRoW across a level crossing, accessed by steps located approximately 430m to the east of Barrowby Lane Level Crossing (Figure 8). It connects Barrowby Lane to the south of the railway to Nanny Goat Lane to the north of the railway.

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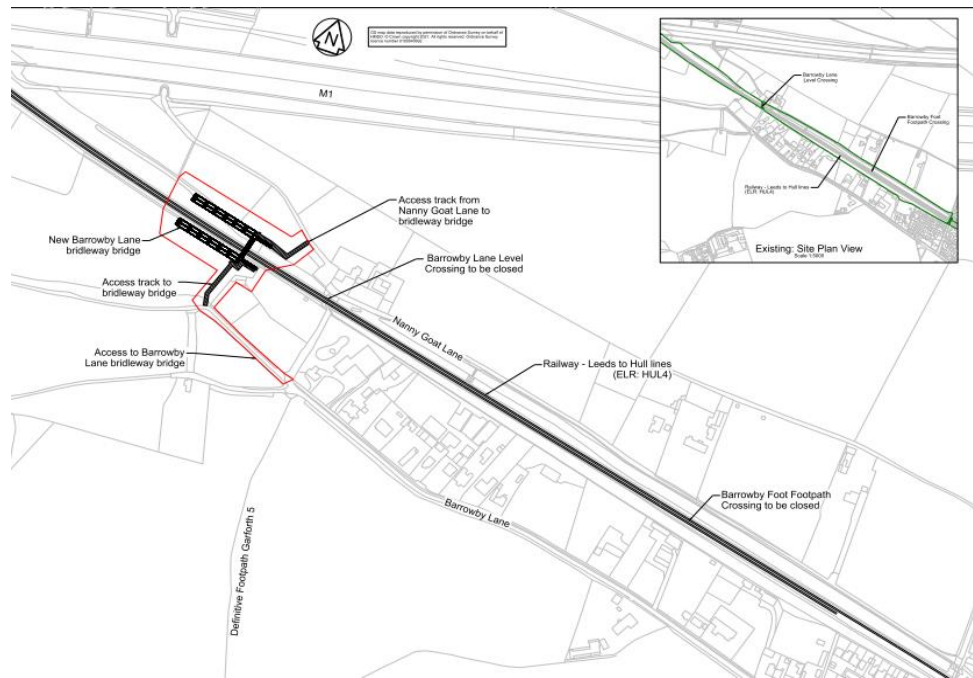


Figure 8 Location of Barrowby Lane and Barrowby Foot Level Crossings

3.2.18 The New Barrowby Lane Bridge is within the Green Belt and is located within an area of rural character surrounded by agricultural fields classified as Grade 2 'Best and Most Versatile Agricultural Land'. To the north running adjacent to the southern side of the M1 is a corridor of land safeguarded for HS2.

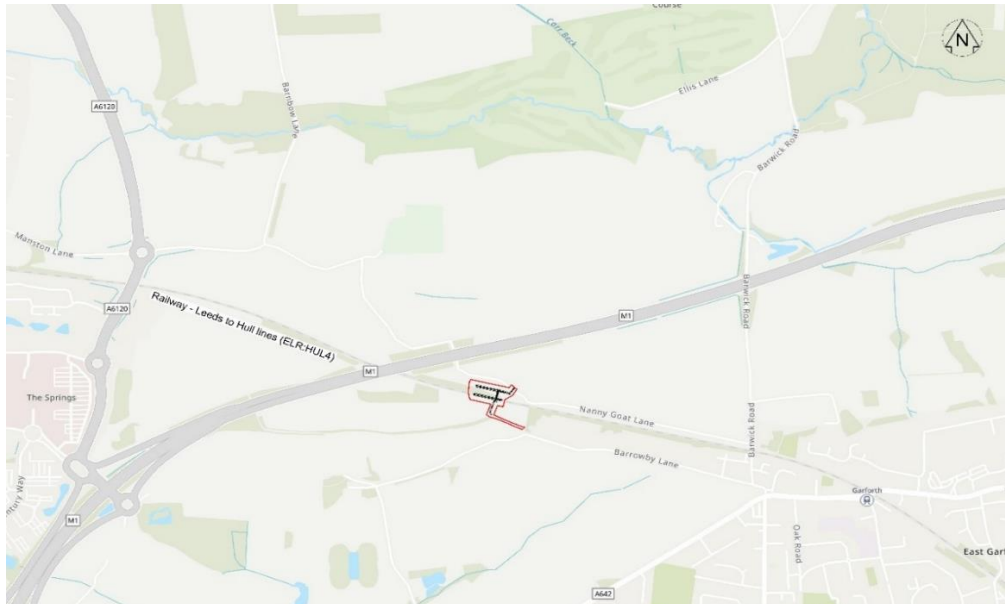


Figure 9 Location of New Barrowby Lane Bridge

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Figure 10 Aerial view of Barrowby Lane Level Crossing

- 3.2.19 Immediately to the north of Barrowby Lane Level Crossing is Garforth Stables comprising a two-storey house, outbuildings and menage (Figure 10). Surrounding the stables are agricultural fields bounded by the M1 to the north (approximately 220m to the north of the level crossing). Immediately to the southwest of the level crossing is an open field. Approximately 0.1km to the southeast of the level crossing is a small, wooded area and a group of dwellings and businesses fronting onto Barrowby Lane.

Replacement Ridge Road Bridge and Ridge Road Gas Main Diversion

- 3.2.1 Ridge Road is located 1.6km east of East Garforth Railway Station and 1.4km west of Micklefield Railway Station (Figure 11). It is a Grade II Listed structure and carries a public highway (A656). The site is located in the Green Belt approximately 1.0km to the west of Micklefield settlement boundary.

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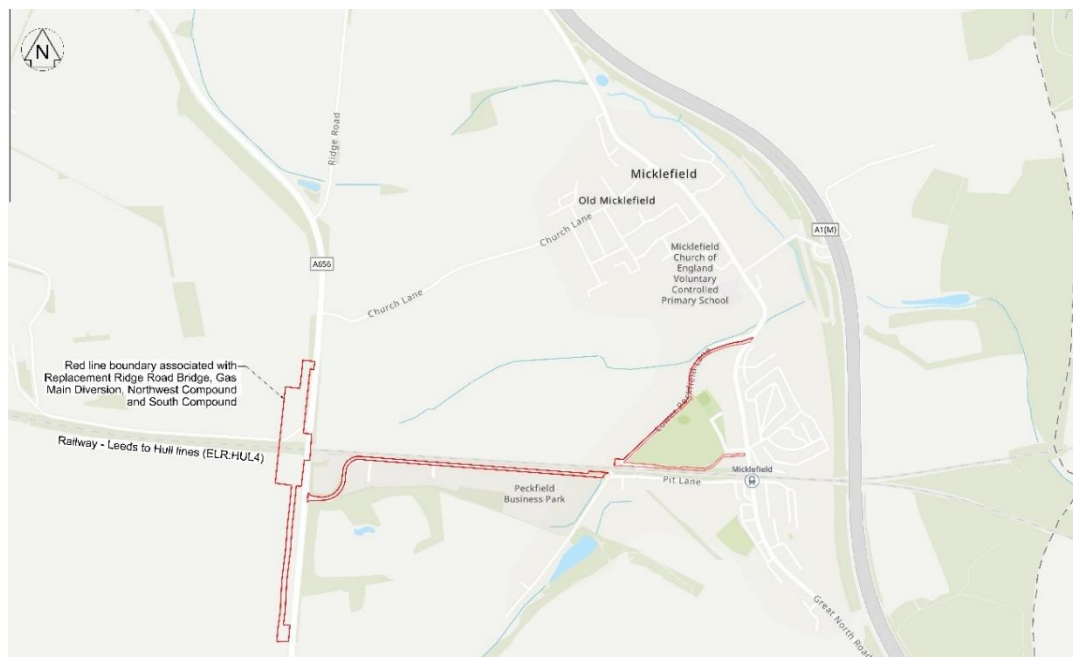


Figure 9 Location of Replacement Ridge Road Bridge and Ridge Road Gas Main Diversion

- 3.2.2 A Northern Gas Networks high-pressure gas main runs via a pipe bridge about 35m west of the road bridge.
- 3.2.3 The Scheme Development site includes the Replacement Ridge Road Bridge and Ridge Road Gas Main Diversion works and a new temporary works access from the public highway. The Ridge Road Gas Main Diversion works will be built from compounds which require the formation or widening of access points from the highway, which are included in the Scheme Development site. Construction compounds north and south of the railway benefit from permitted development under Part 4 of the GPDO.
- 3.2.4 Immediately to the northeast and south-west of the bridge are open agricultural fields used for arable farming. Land to the northwest of the bridge is used for commercial agriculture and comprises fruit crops, mown grassland, large scale buildings and a private residential property approximately 2km from the bridge. Approximately 0.6km to the northwest is a solar farm bounded by Ridge Road along its eastern boundary, extending as far as the M1 to the north.
- 3.2.5 To the southeast there is a cluster of commercial buildings on Phoenix Avenue known as Peckfield Business Park (Figure 12). Peckfield Business Park is designated as a general employment area in the local plan (*E3B:6 Peckfield Business Park*). This allocation is approximately half developed with the eastern section remaining as open scrub land.

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Figure 10 Aerial View (looking east) of Ridge Road Overbridge and Gas Main Pipe Bridge

Peckfield Level Crossing Closure and the Micklefield TSC

3.2.6 Peckfield Level Crossing is located approximately 0.3km west of Micklefield Railway Station (Figure 13).

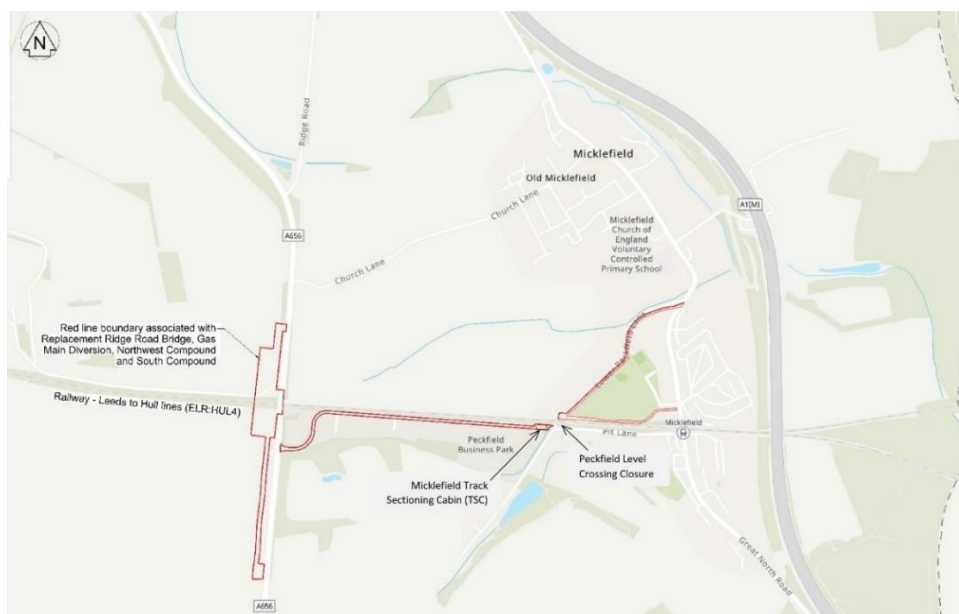


Figure 11 Location of Peckfield Level Crossing Closure and Micklefield TSC

3.2.7 Peckfield Level Crossing provides access between Pit Lane to the north of the railway (also known as Lower Peckfield Lane) and Pit Lane to the south of the railway. It also forms part of a PRow bridleway route. There are five residences (Railway Properties) on

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land to the north, adjacent to the railway boundary and all within 100m of the level crossing itself (Figure 14). Situated to the south of the railway are various businesses located on the Enterprise Court as well as a new residential estate adjoining this to the east. Beyond these to the south are open agricultural fields for arable farming.

- 3.2.8 Construction of a TSC is proposed on a slim strip of land comprising scrub planting the north side of Phoenix Avenue, on the southern side of the railway, approximately 50m west of Peckfield Level Crossing.
- 3.2.9 The land on the northern side of the railway and to the west of Lower Peckfield Lane is designated as Green Belt. The surrounding agricultural land is categorised as Grade 2 and 3a 'Best and Most Versatile Agricultural Land'. Immediately to the north-east of the Railway Properties is Micklefield Recreation ground.
- 3.2.10 Along the southern side of the railway to the west of the level crossing on Phoenix Avenue there is a series of allocations from the local plan. Immediately to the south the of the proposed TSC location is *HG8-3 Land off Phoenix Avenue, Micklefield* a site of approximately 2ha designated as a gypsy and traveller site for 6 pitches. Adjoining this site to the west are two sites designated for general employment *E3B:6 Peckfield Business Park, Micklefield*. A large area forming the eastern part of this designation is currently undeveloped. These designations will be considered in more detail in the planning policy section of this statement.



Figure 12 Aerial View of Peckfield Level Crossing

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4. OPTION SELECTION PROCESS

4.1 Introduction

- 4.1.1 Each element of the Scheme Development followed a multi-stage options identification and evaluation process. This section provides a summary of the option selection process for the Scheme Development on an element-by-element basis.

4.2 Stakeholder engagement and consultation

- 4.2.1 Between winter 2021 and spring 2023, Network Rail undertook a programme of stakeholder and public consultation on its proposals for the Scheme Development. This involved relevant statutory authorities, landowners, tenants, lessees, and occupiers of land within the Scheme Development area, and the general public. A formal statutory and public consultation exercise on the Scheme Development proposals took place in October – November 2022 and is summarised in the Consultation Summary Report (NR07).
- 4.2.2 Consultation has been important in helping to identify potential issues at an early stage of the Scheme's development. It has enabled Network Rail to consider feedback on the design of the Scheme Development to inform the final proposed designs of the various Scheme Development elements.

4.3 Option selection process

- 4.3.1 For each of the elements of the Scheme Development, alternative options were considered and assessed and a preferred option selected. Alternative options were subjected to a multi-criteria analysis based on the main assessment topics listed below.
- **Environment, Sustainability and Consent Risk:** addressing environmental concerns, planning risk, and other consent risks.
 - **Land & Property:** addressing land access and availability.
 - **Cost:** addressing capital and maintenance cost constraints.
 - **Design / Engineering Feasibility:** to address design complexity.
 - **Construction:** to address construction complexity.
 - **Maintenance:** to address maintenance burdens.
 - **Deliverability:** impact on project programme timescales and deliverability of defined project benefits requirements.

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- 4.3.2 This multi-criteria analysis was undertaken by discipline experts to determine the preferred option. Consultation feedback from stakeholder consultation on alternative options was considered as part of the option selection process.

4.4 Penny Pocket Park, Kirkgate to Marsh Lane Land

- 4.4.1 The small-scale electrification and signalling infrastructure is essential to the electrification and re-signalling of the railway, a core part of delivering the benefits of TRU. The electrification infrastructure is small scale metal cabinets which need to be positioned at specific points on the Leeds to Micklefield section of the TRU, to tie-in with existing cabling work. In this location at Penny Pocket Park the railway runs on a long viaduct structure where there is no level land adjacent to the track to site infrastructure. Therefore, these cabinets must be supported on metal staging platforms.
- 4.4.2 The location of signalling assets is determined by signalling design standards. The design standards specify required distances between trail cable connection limits to signalling equipment. Alternative locations of signalling assets would therefore not be feasible as the distances between assets would be too long for equipment to function correctly.
- 4.4.3 The signalling cabinets must be replaced before the old ones can be removed and therefore cannot be installed in the same place. Positions for signals and thus the signal support gantry are at critical positions (minimum braking distances) that cannot be accommodated in other positions.
- 4.4.4 In the context of these constraints, Penny Pocket Park was selected as the only feasible location for the replacement signalling and cabinets. The infrastructure, comprising a replacement signal gantry and two cabinets with dimensions of 7m x 4m and one cabinet 11m x 6m, will only occupy a footprint of less than 190 square metres.

4.5 Listed bridges

- 4.5.1 The aim of the TRU is to create a better performing railway that provides faster and more environmentally friendly trains, more seats and creates a better-connected North, in line with government policy commitments (see section 5). Central to the success of the project is the electrification of the whole East of Leeds route (see section 5). Electrification requires the installation of new O(H)LE comprised of electrified wires suspended between track-side masts at regular intervals. This O(H)LE needs to be erected at a prescribed height to comply with safety regulations and

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the four listed overbridges in the East of Leeds section of TRU are not high enough to allow the construction of O(H)LE.

- 4.5.2 In order come to a decision on the best strategic option to deliver the defined benefits required of TRU (see section 5), Network Rail considered a range of strategic alternatives, including options not involving electrification and alternatives to O(H)LE electrification. The non-electrification options did not provide the required project aims (see section 5) and the full electrification of the Transpennine Route was confirmed as the preferred strategic option in the Government's Integrated Rail Plan (IRP) for the North and Midlands (November 2021). More details on the IRP and the policy background that supports the full electrification of the Transpennine Route is provided in section 5 and 6 of this Planning Statement.
- 4.5.3 Due to the historic construction of the railway line, the listed bridges cannot accommodate the proposed electrification infrastructure in their current form as they are not of sufficient height to accommodate the operational minimum requirements for clearance distances between the trains and the O(H)LE. Therefore, it was concluded that works to the listed bridges are essential.
- 4.5.4 The Scheme includes works to four Grade II listed bridges. Three of these include works that need deemed planning permission: HUL4/20 Crawshaw Woods Bridge, HUL4/21 Austhorpe Lane Bridge; and HUL4/14 Ridge Road Bridge. The fourth, Brady Farm Bridge (HUL4/19) will be demolished within Network Rail operational land which does not require planning permission, but a separate listed building consent is required.
- 4.5.5 For each listed bridge, alternative engineering options were identified and assessed to conclude on a preferred option design. For all of the listed bridges there are broadly four alternative engineering options (listed below) to deliver the required bridge soffit height (the distance between the railway track and the underside of the bridge) needed to accommodate O(H)LE.
- Raise height of existing bridge (bridge jacking)
 - Bridge reconstruction (demolition or dismantle the existing bridge and re-build)
 - Track slew (alter the horizontal alignment of the railway track)
 - Track lower (lower the vertical alignment of the railway track)
- 4.5.6 Bridge jacking is un-tested on historic bridges of brick and stone construction in an operational railway and operational highway (overbridge) environment in the UK. The TRU carefully considered

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the bridge jacking option, taking advice from specialists, but concluded that the level of uncertainty and risk involved in attempting to raise the height in-situ of structures over 150 years old on an operational railway, two of which carry an operational highway, with limited and short construction programme windows, ruled out this option.

- 4.5.7 The following sections describe the assessment of the remaining alternative options for each listed bridge requiring planning permission.

HUL4/20 Crawshaw Woods Bridge

- 4.5.8 The outcome of an initial engineering review was the identification of four potentially feasible options to enable the installation of new O(H)LE. In addition to the reasons noted above, bridge jacking was not considered to be feasible at this location due to the unusual design incorporating a cast iron arch structure which requires refurbishment into stone abutments.

- Option A (1 and 2) – Structure intervention to raise soffit height.
- Option B – Track slue
- Option C – Track lower
- Option D – Track lower and slue

- 4.5.9 Options B and C on their own were ruled out as they would potentially frustrate plans for future four-tracking of the railway in this location.

- 4.5.10 Option D would involve both track slew and track lowering operations affecting around 1.5km of track and 1km of drainage and would cause drainage problems that would potentially require permanent pumped drainage. Also, these works would require mine workings remediation and would adversely impact the proposed location of a new station at Thorpe Park.

- 4.5.11 The cost (£14.5m, four times that of Option A) and railway service disruption required to deliver such works would be prohibitive and it was concluded that a track lower and slue option was not a feasible solution.

- 4.5.12 For bridge reconstruction options, initially a simple demolition and reconstruction using a flat concrete bridge deck was proposed. However, following further engineering assessment and consultation with Historic England and Leeds City Council, a revised design which involves the retention of elements of the existing bridge abutments, the careful dismantling of the existing

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bridge deck and the re-instatement of the deck at a higher level, incorporating a re-furbished cast iron arch feature, is proposed.

HUL4/21 Austhorpe Lane Bridge

- 4.5.13 The railway at Austhorpe Lane bridge is in cutting and the track lower and track slue option would require tightening of track radius geometry, which contradicts a key project aim of increased train speed and extensive earth and geotechnical works. The cost and railway service disruption required to deliver such works would be prohibitive and it was concluded that both track lower and track slue options are not a feasible solution.
- 4.5.14 A number of bridge reconstruction options were considered. Initially the replacement of the existing single lane highway overbridge with a single-lane flat concrete deck structure was proposed. Following extensive consultation with Leeds City Council and Historic England, a revised design was agreed in principle, involving a bespoke heritage design replacement bridge structure. This design incorporates a curved steel arch feature to mimic the geometry of the existing historic basket arch design used on several bridges in the East of Leeds railway route and the use of reclaimed stone facing material from the demolition of the existing bridge and from the Brady Farm bridge demolition. The bridge also includes a two-lane highway and a single lane footpath, having reached agreement with the City Council on a design that delivers the best balance between environmental, land and property and engineering, cost, maintenance and construction factors.

HUL 4/14 Ridge Road Bridge

- 4.5.15 The railway at Ridge Road is also in cutting and the track lower and track slue option would require an approximately 0.5 – 1km slue/lower with extensive rock break-out and geotechnical works, within an area of historic mine workings. The cost and railway service disruption required to deliver such works would be prohibitive, with costs estimated at between £11M and £28M, which is 2-4 times that of the preferred bridge reconstruction option (see next paragraph) and with higher ongoing maintenance costs to maintain sub optimal alignments and clearances. It was therefore concluded that both track lower and track slue options are not a feasible solution.
- 4.5.16 An initial bridge reconstruction option proposed involved the replacement of the two-lane highway overbridge with a two-lane flat concrete deck structure. However, following consultation with Leeds City Council and Historic England, a revised design was agreed in principle, involving a bespoke heritage design replacement bridge structure for the TRU East of Leeds route,

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which incorporates a curved steel arch feature to mimic the geometry of the existing basket arch design and the use of reclaimed stone facing material from the demolition of the existing bridge and from the Brady Farm bridge demolition.

4.6 Barrowby Lane and Barrowby Foot Level Crossing

4.6.1 Four main alternative options were subjected to the multi-criteria analysis.

- **Option 1:** New ramped bridleway bridge to the west of Barrowby Lane Bridleway Crossing to close both Barrowby Lane and Barrowby Foot Level Crossings.
- **Option 2:** New subway suitable for equestrian use at Barrowby Foot Footpath Crossing to close both Barrowby Lane and Barrowby Foot Level Crossings.
- **Option 3:** Localised enhancements with Barrowby Lane Bridleway Crossing remaining open with the closure of Barrowby Foot Footpath Crossing.
- **Option 4:** Localised enhancements of Barrowby Lane Bridleway Crossing and Renewal of Barrowby Foot Footpath Crossing with miniature stop lights and telephones.

4.6.2 The outcome of this first stage was that Options 1 and 2 would be further explored with Options 3 and 4 rejected, as they were not considered safe (as level crossings would remain open) and would not deliver defined project benefits.

4.6.3 Following further assessment, Option 2 was ruled out due to cost, land, environmental and engineering constraints. Option 1 was taken forward for further development and consultation, on the basis that it facilitates the closure of both level crossings, minimises land take and environmental impact, provides an acceptable Public Right of Way diversion and is deliverable from an engineering, construction, maintenance and cost perspective.

4.6.4 At this stage an additional Option 1+ was identified, involving an alternative bridleway route north of the railway. Option 1 and 1+ were subjected to a targeted consultation process, involving local landowners, residents, interest groups and the local authority.

4.6.5 Taking account of feedback from the consultation process, Option 1+ was endorsed as the preferred option for design development and consenting as it included the benefits of Option 1 compared to other options considered and has a better connection to the wider PRoW network to the north.

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4.7 Micklefield TSC

- 4.7.1 The purpose of the TSC is to pass electricity from one traction power feeder station to a section fed by the next traction power feeder station when that feeder station fails and there is a power failure in that section. Therefore, the Micklefield TSC needs to be located within a specific section of the Leeds to York route, which significantly limits potential locations for the TSC.
- 4.7.2 Initially, six possible locations were identified for the TSC, but two of these (Options 1 and 2) were found to be located within 50m of telecoms masts and were therefore discounted due to potential safety issues.
- 4.7.3 Four remaining alternative options were subjected to multi-criteria assessment. The preferred Scheme Development design option was selected because it is on land owned by the local authority, is accessible from the highway network for construction, operation and maintenance and is not in an environmentally sensitive location and is not close to existing residential properties.

4.8 Peckfield Level Crossing

- 4.8.1 Five alternative options were subjected to the multi-criteria analysis.
- **Option 1:** New footpath and Pit Lane Improvements
 - **Option 2:** As Option 1 plus new bridleway to East Garforth
 - **Option 3:** As Option 1 plus new bridleway through recreation ground
 - **Option 4:** New ramped bridge
 - **Option 5:** New stepped bridge
- 4.8.2 Following the identification and evaluation of potentially feasible options, Option 1 was selected as the preferred option. Option 1 involves the creation of a new public footpath to connect the Pit Lane Bridleway, north of the railway line, to the Old Great North Road. A route via the existing public highway (footpaths) is then available to the junction of Pit Lane and Pit Lane Bridleway, south of the railway. The new public footpath will also provide a new direct pedestrian access between five residential properties located off Pit Lane adjacent to the railway (the Railway Properties) and Micklefield and the railway station. A variant of Option 1 is also included in the Order application, involving upgrading the proposed footpath referred to in this paragraph to a bridleway, in response to feedback from a final round of consultation promoting the benefits of this variant.

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- 4.8.3 Both variants of Option 1 require very limited construction work and perform well on environmental and sustainability considerations. On land and property, Option 1 has minimal land take and low impact on agricultural land. Option 1 also provides accessibility improvements for the Railway Properties and a pleasant, accessible (level), alternative route, via an existing footway on Pit Lane, the Old Great North Road and a new footpath or bridleway through the recreation ground.
- 4.8.4 On cost, design, construction, maintenance and deliverability, Option 1 performs the best of all options.
- 4.8.5 Based on extensive level crossing user survey information collected over a ten-year period, weekday pedestrian user levels are limited to an average of between 22 and 45, increasing at weekends to a peak daily usage of between 59 and 126. Usage by cyclists is very low, with a maximum of 3 crossings per day recorded. Usage by persons of restricted mobility is very low and there are no survey records of equestrian use. These low usage figures for users requiring an accessible bridleway route across the railway do not justify the construction of a ramped bridleway bridge, when the environmental impacts, impact on land and the significant construction costs involved are also taken into account.
- 4.8.6 Network Rail also considered a stepped footbridge option, but this option shares many of the disbenefits of the ramped bridleway bridge option. The stepped bridge would involve a pedestrian only diversion of approximately 300m, compared with the at-level Option 1 diversion of between approximately 100m and 900m, depending on the journey being taken, and this difference is not considered significant in the context of the predominantly local recreational use of the level crossing.
- 4.8.7 The most recent level crossing user survey was undertaken in February/March 2023, confirming that the level crossing is used mostly by pedestrians, with only five cycle crossings in the one-week survey period and no equestrian or other crossings. An origin-destination survey was undertaken in parallel with in February/March 2023 user survey. The main findings of this origin-destination survey were that the main use purpose was dog walking and almost all crossings were made by people from the local area, rather than long-distance walkers.
- 4.8.8 In addition to above, a stepped footbridge would not provide the Option 1 benefit of a new direct footpath access into Micklefield for the Railway Properties, which is shorter and more convenient than the existing arrangement requiring passage over the level crossing.

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5. AIMS AND BENEFITS

5.1 Current operation of the Transpennine Route

- 5.1.1 The Transpennine Route is a key strategic rail route for passengers and freight across the North of England, with the core route linking Manchester and York, via Huddersfield and Leeds.
- 5.1.2 Demand for passenger and freight services is high and is expected to rise significantly in the future and the Transpennine Route is one of the busiest lengths of rail at peak times on the national rail network.
- 5.1.3 The Transpennine Route currently handles a mix of fast express, local stopping services and freight, but has not seen significant infrastructure investment in enhancements to increase capacity for many years. Therefore, the Transpennine Route network is increasingly becoming crowded and congested, journeys are slow and unreliable and due to the current infrastructure provision being relatively dated there is limited existing capacity to accommodate predicted growth.

5.2 Existing constraints on the Scheme route

- 5.2.1 The Scheme Development route currently experiences a number of constraints relating to the capacity, reliability and modernisation that are common to the whole Transpennine Route. The key constraints on the Scheme Development route can be summarised as follows.
 - Private & Public Rights of Way exist across the existing level crossings, providing at-grade access across the railway.
 - Track Capacity: The Scheme route is almost entirely two tracks from Leeds to Micklefield which adversely affects service performance and resilience by causing delays to the fast (express) services and capacity issues.
 - Line speed: Currently limited to 70-80mph and needs to be increased to 100 mph to deliver required benefits.
 - Existing bridge structures are too low to allow O(H)LE to be installed, limiting train rolling stock to diesel power.
 - Existing railway infrastructure requires renewal in order cope with planned greater number of trains at increased line speed.

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- 5.2.2 As currently operated, the Scheme Development route is a non-electrified section of the railway network. Switching from diesel trains to bi-mode and full electric rolling stock has benefits for the environment and will assist Network Rail in achieving its decarbonisation objectives, electrification also has benefits to train performance, with faster acceleration and more efficient braking being made possible, which brings additional safety benefits.

5.3 Aims of TRU

- 5.3.1 The TRU Scheme Development seeks to address the current constraints on the Transpennine Route and support aspirations to support economic growth and “levelling up” opportunities (see section 6) across the North of England. Without the implementation of the Scheme Development, these wider TRU aims will not be met.
- 5.3.2 TRU is a series of projects between Manchester, Huddersfield, Leeds and York with the objective of improving journey times and capacity, improving reliability and resilience and delivering environmental benefits from modal shift of transportation from road to rail and reduction of diesel-powered trains.
- 5.3.3 Due to the scale and complexity of the works required to upgrade the existing rail infrastructure, TRU is designed as a phased programme of interventions which will be delivered as separate projects. In combination, these TRU Projects will deliver the overarching TRU benefits detailed in section 5.4.
- 5.3.4 In more detail, the specific aims of TRU are listed below.
- An improved journey time for Leeds – Manchester Victoria of 43-44mins.
 - An improved journey time for York to Manchester Victoria of 67-69mins.
 - Capability to operate 8 ‘express services’ an hour on the Route.
 - Capability to operate 6 ‘local services’ an hour on the Route.
 - Performance of the Transpennine Route to be 92.5% of higher each period.
 - Freight paths/rights to be retained as existing.
 - A contribution to Network Rail’s Decarbonisation Strategy and climate policy.

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5.4 Benefits of the Leeds to Micklefield Scheme Development

- 5.4.1 The Scheme Development is an integral and major part of the wider TRU programme and delivery of the Scheme Development will help achieve the TRU aims, which in turn will unlock the wide-ranging benefits of TRU. These Scheme Development and TRU benefits are summarised below.

Improved Safety.

- 5.4.2 Delivery of safe passage across the railway for Public Right of Way users, removing existing risks associated with conflicts between trains and public and avoiding increases in these risks to unacceptable levels due to faster and more frequent trains and the presence of O(H)LE. As part of its Statutory duty to minimise risk to railway users, workforce and the public, Network Rail has adopted a long-term strategy to improve level crossing safety (Enhancing Level Crossing Safety, Network Rail 2019). This strategy notes that level crossings are one of the main public safety risks on the railway, with six accidental fatalities being recorded in 2017/18 and two in 2018/19 and that all level crossings are risk-assessed to determine risk management measures required.

Efficiency and reliability of the railway.

- 5.4.3 The closure of the level crossings and installation of O(H)LE will help to reduce conflicts between slow (including freight) and fast trains and increase railway capacity. Increased capacity and an effective railway means more freight trains will be able to operate, which in turn brings about economic benefits of transporting freight by rail.
- 5.4.4 The closure of the level crossings will also reduce the number of incidents on the railway which cause delays, such as equipment and signalling failures which cause service disruption. Overall, improved efficiency and reliability of the railway will provide a service that meets the transportation needs of rail users, with consequent benefits to the wider economy of the North of England.
- 5.4.5 The TRU enhancements that the Scheme Development will help to deliver include track realignments, will allow trains to run faster and journey times to be reduced, with associated economic benefits.

Reduced operating and maintenance costs.

- 5.4.6 Level crossings need to be inspected, maintained and operated – their closure will remove this burden. New track and electrification equipment delivered by TRU will reduce maintenance costs compared to the existing railway, with associated benefits for

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taxpayers, the travelling public, freight operators and freight end-users.

Environmental benefits.

- 5.4.7 The electrification of the railway allows diesel-powered trains to be replaced by electric trains. In addition to faster acceleration and more efficient braking of electric trains, there are climate change and local air quality benefits.

Socio-economic benefits.

- 5.4.8 At the local level, there will be benefits arising from construction through direct and indirect local employment and spend. This will be enhanced locally with TRU Project employment policy, concerning employment targets for local recruitment, apprenticeships and local procurement opportunities.
- 5.4.9 Significant residual beneficial effects arising from the operation of the wider TRU have been previously identified in the Huddersfield-Westtown TWA Order Inquiry from December 2021, recognising the improved journey times, reliability, and capacity at the Local Authority area and in turn the sub-regional and regional level. These improvements will bring direct significant benefits to local businesses and the labour market through improved access to the local regions.

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6.1.1 Table 2 sets out the developments and planning history pertinent to the Leeds to Micklefield section of the TRU.

Table 2: Relevant planning history

Planning Application Reference	Status	Description	Relationship to TWAO Proposal
22/08491/OT	Not determined	Employment development for a range of high-quality buildings suitable for companies of different sizes within the advanced manufacturing, logistics and industrial sectors	This site is immediately to the south of Crawshaw Woods Overbridge and access across this land is required for construction of this part of the Scheme Development.
18/06161/FU Land adjacent to railway bridge off Austhorpe Lane, Cross Gates, Leeds, LS15 8TP	Approved	Installation of two storage containers; one shed; one portaloo; three solar panels and one wind turbine	Austhorpe Lane Footbridge HUL4/21A / Austhorpe Lane Overbridge HUL4/21 / Austhorpe Lane Gas Main HUL4/20B. Approximately 20 metres northwest. The Scheme Development will temporarily acquire this land for construction, make arrangements to mitigate impacts and re-instate the site to its existing condition on completion of construction work.
P/08/03440/OT 11/02315/RM 14/9/00041/MOD	Approved	Development for 129 houses and 19 flats initially approved by outline planning permission and later reserved matters	Austhorpe Lane Footbridge HUL4/21A / Austhorpe Lane Bridge HUL4/21 / Austhorpe Lane Gas Main HUL4/20B.

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19/9/00008/MOD Manston Lane, Leeds, LS15		permission. There have since been two sets of amendments to amend elevations and floor plans.	Approximately 20 metres northeast. This development sits on the opposite side of Austhorpe Lane to the compound to the northwest of the bridge. The Scheme Development does not require any of this land and this built-out development will not impact the deliverability of the Scheme Development.
19/04463/DTM Enterprise Court, Micklefield, Leeds	Approved	Determination for the installation of electronic telecommunication apparatus	Approximately 15m south of the Micklefield TSC and Peckfield Level Crossing. The Scheme Development does not require any of this land and this built-out development does not impact the deliverability of the Scheme Development.

- 6.1.2 There are several site allocations in the Local Plan for Leeds which are relevant to the Scheme Development. These are set out in Table 3.

Table 3: Relevant site allocations

Site allocation	Relationship to TWAO proposal
HG2-120, Manston Lane Residential allocation for 450 units	This site is directly northeast of Austhorpe Lane Footbridge HUL4/21A, Austhorpe Lane Bridge HUL4/21 and Austhorpe Lane Gas Main HUL4/20B. Whilst located close to Austhorpe Lane Footbridge, Bridge and Gas Main, the Scheme Development does not require any land defined by this allocation. The Manston Lane development for 129 houses and 19 flats shown in Table 1 is partially located within this allocation.
G1913, Austhorpe Lane Designated Green Space	Directly southeast of Austhorpe Lane Footbridge HUL4/21A, Austhorpe Lane Bridge HUL4/21 and Austhorpe Lane Gas Main HUL4/20B. The north-western corner of this allocation is

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	proposed for a temporary compound and area required for diverting the gas main.
MX2-38 (EG2-37), Barrowby Lane 21.1ha of employment land.	This allocation (MX2-38 – a mixed use development and EG-37 – a proposed Main Modification for employment land only) was originally in the local plan but has since been removed by direction of Inspector. Planning application 22/08491/OT relates to this land and is currently undetermined. Directly south of Crawshaw Woods Bridge HUL4/20. A 15x20m parcel of permanent land from this site will be acquired for embankment works for Crawshaw Woods Bridge.
HG8-3, Land off Phoenix Avenue Micklefield 2ha Gypsy and Traveller site, 6 plots	South of the Micklefield TSC. Whilst neighbouring the compound, the Scheme Development does not require any land defined by this allocation. The site is currently not occupied.
HG2-125, Pit Lane 4.3ha housing allocation for 79 units	Southeast of Peckfield Level Crossing. Whilst located close to Peckfield Level Crossing, the Scheme Development does not require any land defined by this allocation. This site is currently being built out.
E3B:6, Peckfield Business Park General employment allocation comprising EG1-43 and EG1-44	This site is to the south of the railway and a short distance to the east of Peckfield Level Crossing. The site is adjacent to the proposed locations for the Phoenix Avenue and Pit Lane access roads, the Micklefield TSC and the temporary site compound south of the railway. The site for EG1-44 is currently undeveloped. The Scheme Development does not require any land defined by this allocation.

6.2 Environmental Impact Assessment (EIA) screening

- 6.2.1 An EIA Screening Opinion was sought from Leeds City Council (LCC) for the wider TRU works from Leeds City Centre to Church Fenton (Project E2 to E4). LCC's response to the EIA Screening Opinion (Reference PREAPP/22/00055 13/04/2022) was that the wider project did not constitute EIA development and accordingly an Environmental Statement (ES) was not required.
- 6.2.2 A further EIA screening direction was received from the Secretary of State on 17th May 2023, confirming that EIA is not required for the TWAO Scheme.

6.3 Planning policy

- 6.3.1 This section sets out the planning policy framework against which the Scheme Development is to be considered. This includes planning policy and guidance at a national level as well as adopted

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and emerging policies at a local level. In addition, this section also sets out the relevant transport policy.

National Planning Policy Framework, MHCLG (2021)

- 6.3.2 The National Planning Policy Framework (NPPF) was published by the then Department for Communities and Local Government (DCLG) on the 27th March 2012. The NPPF replaces (and cancels) all Planning Policy Statements (PPS) and Guidance Notes (PPG), with the exception of PPS10: Planning for Sustainable Waste Management and some circulars, to form a single consolidated policy document. It has been progressively updated with the last iteration being in July 2021.
- 6.3.3 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:
- approving development proposals that accord with an up-to-date development plan without delay; or
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 6.3.4 Paragraph 8 sets out the three overarching objectives of the planning system - economic, social and environmental – which are interdependent and need to be pursued in mutually supportive ways. They are specifically:
- Economic objective – to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure;
 - Social Objective: to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces

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that reflect current and future needs and support communities' health, social and cultural well-being; and

- **Environmental Objective:** to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.3.5 The following sections within the NPPF are particularly relevant to the Scheme Development:

- **Chapter 6 (Building a strong, competitive economy)** outlines the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. It states that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- **Chapter 8 (Promoting healthy and safe communities)** stresses the importance of access to high quality open spaces to the health and well-being of communities. The planning system is a means of providing safe and accessible developments, containing clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas. Access to high quality open spaces and opportunities for recreation can make an important contribution to the health and well-being of communities. Of particular relevance is paragraph 100 concerning the protection of existing PRow and access.
- **Chapter 9 (Promoting sustainable transport)** states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
 - a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;

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d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of Scheme Developments and contribute to making high quality places.

6.3.6 Paragraph 105 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

6.3.7 **Chapter 12 (Achieving well-designed places)** states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 130 states that planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

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- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.3.8 **Chapter 13 (Protecting Green Belt land)** outlines the role of the Green Belt and how it should continue to be protected from inappropriate development. It goes on to state at paragraph 150(c) that local transport infrastructure which can demonstrate a requirement for a Green Belt location is not inappropriate development in the Green Belt, provided that it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- 6.3.9 **Chapter 14 (Meeting the challenge of climate change, flooding and coastal change)** outlines that the planning system supports the transition to a low carbon future in a changing climate and help to shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and improving resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152). Paragraph 153 states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, amongst other considerations. Paragraph 160 states that local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test and, if required, the Exception Test (as defined in Chapter 14) it can be demonstrated that:
 - the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
 - development the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- 6.3.10 **Chapter 15 (Conserving and enhancing the natural environment)** sets out key principles for ensuring that the planning system contributes to and enhances the natural and local environment by, inter alia, recognising the wider benefits of ecosystems, minimising impacts on biodiversity and providing net gains in biodiversity where possible (paragraph 180).
- 6.3.11 This chapter further sets out at paragraph 186 that “Planning policies and decisions should sustain and contribute towards

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compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement”.

- 6.3.12 Paragraph 174 sets out that planning and policy decisions should contribute to and enhance the natural and local environment by “recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland”.
- 6.3.13 **Chapter 16 (protecting the Historic Environment)** stresses the need to assess the significance of any heritage asset which is affected by a development proposal (paragraph 194); this would be taken into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal (paragraph 195).
- 6.3.14 In considering potential impacts, greater weight will be given to the conservation of the asset, irrespective of whether the harm to the asset is considered to be total loss, substantial harm or less than substantial harm. Paragraph 195 in particular confirms that substantial harm or total loss can only be accepted if it can be demonstrated that significant public benefit will occur through such loss or harm. Further consideration should also be taken into account if: (a) the nature of the heritage asset prevents all reasonable uses of the site; (b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; (c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and (d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Planning Practice Guidance

- 6.3.15 In March 2014 the DCLG launched a web-based resource containing national Planning Practice Guidance (PPG), which has been updated a number of times since. The following sections are relevant to the proposal.
- 6.3.16 **Design (2019):** this section of the Guidance states that good quality design is an integral part of sustainable development. It reinforces the recognition set out in the NPPF that design quality matters and that Planning should promote standards across all

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forms of development. It continues to say that well-designed places are successful and valued. The National Design Guide (complimentary to the Guidance) sets out ten key characteristics to underpin good design:

- Context
- Identity
- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes & Buildings
- Resources
- Lifespan

- 6.3.17 **Conserving and enhancing the historic environment:** best practice is highlighted for protecting and conserving historic assets. Paragraph 002 indicates that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. Paragraph 007 goes on to reinforce why significance is important in decision making. Paragraph 013 provides guidance on what is the setting of a heritage asset, re-enforcing the definition set out in the NPPF and stating that setting is the surroundings in which an asset is experienced, and therefore may be more extensive than its curtilage.
- 6.3.18 **Air Quality:** This chapter sets out why the planning should be concerned about air quality and provides instances in which air quality could be relevant to a planning decision.
- 6.3.19 **Climate change:** This section of the NPPG provides advice for effective mitigation and adaptation measures in plan making in addition to how the application process can address the potential impacts of climate change.
- 6.3.20 **Natural Environment:** This section explains key issues in implementing policy to protect landscape, biodiversity, ecosystems and green infrastructure. It explores how the character of landscapes be assessed to inform plan-making and planning decisions.
- 6.3.21 **Noise:** This section advises on how planning can manage potential noise impacts in new development. It states that noise needs to be considered when new developments may create additional impacts

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(paragraph 001). Paragraph 002 goes on to state that noise should not be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development.

National Policy Statement for National Networks

- 6.3.22 The National Policy Statement for National Networks (NPSNN) which was designated on 14 January 2015, sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. Whilst the Scheme Development falls under the threshold set out in the Planning Act 2008, as amended by the Highway and Railway (Nationally) Significant Infrastructure Project) Order 2013, that is the construction or alteration of a railway in England will only be a NSIP if it is to include a continuous stretch of track of more than 2km not on operational land, section 1.4 of the NPS states that:
- *"In England, this NPS may also be a material consideration in decision making on applications that fall under the Town and Country Planning Act 1990 or any successor legislation. Whether, and to what extent, this NPS is a material consideration, will be judged on a case by case basis."*
- 6.3.23 It is therefore the case that whilst the NPSNN is primarily to guide and inform NSIP applications, it does have some degree of material weight in relation to the proposed Scheme Development as the rationale supporting the proposed works is for improvements to be delivered to parts of the national rail network, and should therefore be appraised accordingly. It is also important to understand the context of the Government's policy stance on rail infrastructure given the limited detail within the NPPF.
- 6.3.24 Section 2 of the NPSNN sets out the need for development of the national networks and the Government's vision and strategic objectives:
- *"The Government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:*
 - *Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.*
 - *Networks which support and improve journey quality, reliability, and safety.*

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- *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
 - *Networks which join up our communities and link effectively to each other.”*
- 6.3.25 Paragraph 2.2 states that ‘there is a critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. Improvements may also be required to address the impact of the national networks on quality of life and environmental factors.
- 6.3.26 Paragraph 2.4 goes on to mention the pressures the national networks are under, including a projected increase of 40% of journeys undertaken by rail and rail freight having the capacity to double by 2030.
- 6.3.27 Paragraph 2.6 states that improved transport links help to rebalance the economy.
- 6.3.28 At paragraph 2.10 the NPSNN sets out an overarching statement that the Government concludes at a strategic level that there is a compelling need for the development of national networks.
- 6.3.29 The need for development of the national rail network is set out from paragraphs 2.28 – 2.41. These identify the importance of the rail network as a vital part of the national transport infrastructure and for the growing demand for rail travel and future projected growth which together support the compelling need for developing the country’s rail network.
- 6.3.30 Paragraph 2.29 sets out the Government’s vision for the Transport system in which railways must:
- Offer a safe and reliable route to work;
 - Facilitate increases in both business and leisure travel;
 - Support regional and local public transport to connect communities with public services, with workplaces and with each other; and
 - Provide for the transport of freight across the country, and to and from ports, in order to help meet environmental goals and improve quality of life.
- 6.3.31 Paragraph 2.37 highlights the need to improve the network:

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- *“In the short to medium term the Government’s policy is to improve the capacity, capability, reliability and resilience of the rail network at key locations for both passenger and freight movements to reflect growth in demand, reduce overcrowding, improve journey times maintain or improve operational performance and facilitate modal shift from road to rail. The rail network is predominantly a mixed traffic network and the provision of capacity for both freight and passenger services is core to the network.”*
- 6.3.32 It further states that:
 - *“Relatively modest infrastructure interventions can often deliver significant capacity benefits by removing pinch points and blockages.”*
- 6.3.33 Paragraph 2.38 is also pertinent:
 - *“The Government will therefore consider new or re-opened alignments to improve capacity, speed, connectivity and reliability. Rail is a safer, greener and faster mode of transport for large passenger volumes and for long distances, including inter-city journeys.”*
- 6.3.34 The environmental benefits of rail improvements are discussed at paragraph 2.40, stating:
 - *“Modal shift from road and aviation to rail can help reduce transport’s carbon emissions, as well as providing wider transport and economic benefits. For these reasons, the Government seeks to accommodate an increase in rail travel and rail freight where it is practical and affordable by providing for extra capacity.”*
- 6.3.35 The DfT consulted on a draft revised NPSNN (consultation ending 6th June 2023). This is to ensure the NPSNN remains fit for purpose. Key extracts of the draft statement are set out below.
- 6.3.36 In relation to rail it states that *“network performance has a large impact on the customer experience, as punctuality is a key concern for users. Passenger satisfaction has improved over time, remaining around 80% for several years and was 82% in 2020, still below Network Rail’s target of 83.5%. ... There is therefore, a clear need for rail infrastructure to be expanded whilst taking into account the need to secure value for money for customers”*.
- 6.3.37 Paragraph 3.51 directly refers to TRU stating that the *“Government has invested in resolving capacity constraints in recent years, with programmes such as the Transpennine Route Upgrade increasing capacity on congested lines”*.

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- 6.3.38 Paragraph 3.62 sets out that transformational capacity improvements on the network have the potential to improve economic growth in an area enabling better access to jobs, education, skills, housing and leisure opportunities, and help reduce aspects of geographical inequality. Better connections into and between cities creates opportunities to drive agglomeration so that businesses can collaborate and compete more effectively and expand labour markets.
- 6.3.39 Regarding electrification, paragraph 3.71 states *“Further electrification to phase out the use of diesel-only trains by 2040, together with use of alternative technologies, will be needed to reduce air and noise pollution and enable a zero-carbon railway”*.
- 6.3.40 The draft NPSNN sets out the Government’s ambitions for the rail network following the COVID-19 pandemic looking to better utilise and renewal of existing assets. There is a commitment to rail as a safe, green, and efficient mode of transport.

Local Planning Policy

- 6.3.41 Section 38(6) of the Planning and Compulsory Purchase Act 2004, as well as paragraph 12 of the NPPF, confirm that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Proposals which accord with the development plan are to be approved without delay. The requirements of section 38(6) do not apply to a request for deemed planning permission in relation to a TWAO, but it is to be expected that the SoS will have regard to the development plan in making a decision on a TWAO. In addition to the NPPF, the development plan comprises local planning policy documents adopted by the local authorities, within whose administrative boundary the route travels. Leeds City Council is the local planning authority for this Scheme Development.
- 6.3.42 The NPPF states that for development plans and emerging policies, due weight according to their degree of consistency with the NPPF should be given during determination of applications (paragraph 48c).
- 6.3.43 The Scheme Development lies entirely within the administrative area of Leeds City Council. Local development plan documents relevant to the Scheme Development is summarised below.

Adopted development plan

- Core Strategy (as amended by the Core Strategy Selective Review 2019) (adopted 2019) (the ‘**Core Strategy**’)

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- Leeds Unitary Development Plan Review ‘Saved’ Policies (adopted 2006) (the ‘**UDP**’)
- Site Allocations Plan (adopted 2019) (the ‘**SAP**’)
- Natural Resources and Waste Local Plan (adopted 2013) (the ‘**NRWLP**’)

Emerging development plan

6.3.44 The Local Plan for Leeds is being updated in two stages:

- Local Plan Update 1: Policies that directly relate to addressing the climate emergency (including carbon reduction, flood risk, green and blue infrastructure, place-making, and sustainable infrastructure) are being addressed through *Your Neighbourhood Your City Your Planet*, which will effectively update the Core Strategy. This is at an advanced stage of preparation with consultation on the publication draft closed on 19th December 2022.
- Local Plan Update 2: Other policy areas (including spatial strategy, housing, economic development, town centres, minerals and waste, transport and connectivity, and other topic areas) will be addressed through the *Leeds Local Plan 2040*, which will effectively update the Site Allocations Plan. This is currently at an early stage of preparation with an Issues and Options consultation anticipated in Autumn 2023.

6.3.45 The Garforth Neighbourhood Plan is at pre-submission stage.

6.3.46 A brief synopsis of relevant local development plan policies is set out below.

Leeds Core Strategy

6.3.47 The Core Strategy is the main strategic document within the Local Plan for Leeds and sets out the strategic policy framework for the district to 2028 and a housing requirement to 2033. The following policies are considered relevant considerations for elements of the Scheme Development.

- **General Policy.** This commits to taking a sustainable development policy position that reflects the aims of the NPPF in this regard.
- **Spatial Policy 1: Location of Development.** The largest amount of development should be in the Main Urban Area and Major Settlements, applying a priority to development previously developed land. All development should respect and enhance local character and identity.

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- **Spatial Policy 3: Role of Leeds City Centre.** This policy includes provision to improve public transport links between the City Centre and the rest of the District.
- **Spatial Policy 8: Economic Development Priorities.** A competitive local economy will be supported through seeking to improve accessibility to employment opportunities by public transport, walking and cycling across the District and especially in relation to job opportunities in the City Centre and Aire Valley Leeds.
- **Spatial Policy 10: Green Belt.** New development in the Green Belt must conform to the aims of national policy as set out in the NPPF. This impacts the works proposed at Crawshaw Woods Bridge, Barrowby Lane, Barrowby Footbridge, and Ridge Road.
- **Spatial Policy 11: Transport Infrastructure Investment Priorities.** The delivery of an integrated transport strategy for Leeds will be supported including improvements to the rail network.
- **Policy P10: Design.** New development should be based on a thorough contextual analysis and provide good design that is appropriate to its location, scale and function.
 - Supplementary to Policy P10: Design, of the Leeds City Council Core Strategy, the Accessible Leeds SPD outlines six 'Implementation Points' which applicants for planning permission should take into account. Implementation Points (IP) 2, 3, 4 and 5 are relevant.
 - IP 2, 3 and 4 - Produce a design which takes a pan-disability/pan-impairment approach and creates an inclusive environment for people with impairments as well as incorporating design for disabled and elderly people, creating solutions that provide choice as to how people access and use buildings or spaces, enabling everyone to use the development safely, easily and with dignity without unnecessary effort, separation or segregation.
 - IP 5 - Produce an access statement for the development identifying the approach to inclusive design, the key issues of the scheme and the courses of advice and guidance used in relation to access and inclusive design.
- **Policy P11: Conservation.** The historic environment and its setting will be conserved and enhanced.

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- **Policy P12: Landscape.** The character, quality and biodiversity of the area including the historical and cultural significance will be conserved and enhanced.
- **Policy G1: Enhancing and Extending Green Infrastructure.** Development in, or adjacent to designated Green Infrastructure will have to consider the impact it would have on these sites.
- **Policy G2: Creation of New Tree Cover** states “Development which would result in harm to, or the loss of, Ancient Woodland and Veteran Trees will be resisted”
- **Policy G6: Protection and Redevelopment of Existing Green Space.** Green Space will be protected from development unless one of the following criteria is met:
 - There is an adequate supply of accessible green space / open space within the analysis area and the development site offers no potential for use as an alternative deficient open space type;
 - The green space/ open space is replaced by an area of at least equal size, accessibility and quality in the same locality; or
 - Proposals demonstrate a clear relationship to improvements of existing green space quality in the same locality.
- **Policy G8: protection of Important Species and Habitats.** Development will not be permitted which would seriously harm, directly or indirectly, designated sites of biodiversity or geological importance.
- **Policy G9: Biodiversity Improvements.** Development is required to demonstrate biodiversity net gain.
- **Policy EN5: Managing Flood Risk.** The Council will manage and mitigate flood risk by avoiding development in flood risk areas, where possible, by applying the sequential approach and where this is not possible by mitigating measure, in line with the NPPF, both in the allocation of sites for development and in the determination of planning applications. None of the sites are within Flood Zone 2 or 3.
- **Policy T1: Transport Management.** To compliment the provision of new infrastructure the Council will support the following management priorities: a) develop and provide tailored, interactive, readily available information and support that encourages and incentivises more sustainable travel choices on a regular basis; b) sustainable travel proposals

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including travel planning measures for employers and schools.

Leeds UDP 'Saved' Policies

- 6.3.48 The Leeds UDP was adopted in 2001 and reviewed in 2006. When the Core Strategy was adopted in 2019, 'Saved' Policies from the UDP were retained. The following policies are considered relevant considerations for Scheme Development.
- 6.3.49 **Policy N1 Protection of Urban Greenspace.** Development of land protected as greenspace will not be permitted for purposes other than outdoor recreation, unless the need in the locality for greenspace is already met and a suitable alternative site can be identified and laid out as green space in an area of identified shortfall.
- 6.3.50 **Policy N14 Listed Buildings and Preservation.** There will be a presumption in favour of the preservation of listed buildings. Consent for the demolition or substantial demolition of a listed building will be permitted only in exceptional circumstances and with the strongest justification.
- 6.3.51 **Policy N17 Listed Buildings Character and Appearance.** Wherever possible, existing detail and all features, including internal features, which contribute to the character of the listed building should be preserved, repaired or if missing replaced. To the extent that the original plan form is intact, that plan should be preserved where it contributes to the special character and appearance of the building.
- 6.3.52 **Policy N19 Conservation Areas and New Buildings.** All new buildings and extension in conservation areas should preserve or enhance the character or appearance of that area.
- 6.3.53 **Policy N20 Conservation Areas and Retention of Features.** Demolition or removal of other features which contribute to the character of the conservation area and which are subject to planning control, such as trees, boundary walls or railing, will be resisted.
- 6.3.54 **Policy N24 Development Proposals Next to Green Belt / Corridors.** Where development proposals about the Green Belt, green corridors or other open land, their assimilation into the landscape must be achieved as part of the scheme. If existing landscape features would not achieve this, a landscaping scheme will be required to be implemented which deals positively with the transition between development and open land.

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- 6.3.55 **Policy N29 Sites of Archaeological Importance.** Sites of archaeological importance will be preserved and appropriate investigation will be required.
- 6.3.56 **Policy N33 Development in the Green Belt.** Except in very special circumstances approval will only be given in the Leeds Green Belt for: construction of new buildings for purposes of agriculture and forestry; essential facilities for outdoor sports and outdoor recreation; essential facilities for the park and ride sites shown on the proposals map; and other uses compatible with Green Belt purposes.
- 6.3.57 **Policy N35 Development and Agricultural Land.** Development will not be permitted if it seriously conflicts with the interests of protecting areas of best and most versatile agricultural land.
- 6.3.58 **Policy N37A Development in the Countryside.** All new development or change in land use within the countryside should: i. have regard to the character of the landscape in which it is set, and maintain particular features which contribute to this; ii. Where appropriate, contribute positively to restoration or enhancement objectives by incorporation of suitable landscape works.

Leeds SAP

- 6.3.59 The SAP was adopted on 10th July 2019. There was a period of 6 weeks after the date of adoption for any person aggrieved with the SAP to submit a high court challenger on statutory grounds. Aireborough Neighbourhood Development Forum submitted a challenge on 20th August 2019.
- 6.3.60 The High Court issued its decision on 8th June 2020 and ordered relief on 7th August 2020. The effect of this relief is that all housing sites (including mixed-use sites) that, immediately before the adoption of the SAP were in the green belt, (37 sites) will be remitted back to the SoS and the Planning Inspectorate for further examination.
- 6.3.61 The allocations relevant to the Scheme Development are discussed below, including those that have since had their allocation removed.
- 6.3.62 Policy EG1: Identified Sites for General Employment Use includes EG1-43 Unit 3 Peckfield Business Park and EG1-44 Peckfield Business Park with 1.54ha and 5.01ha capacity respectively. These are located about 5-600m to the west of Peckfield Level Crossing and the proposed TSC.
- 6.3.63 Policy HG1: Identified Housing Sites includes sites where there is an existing or expired planning permission or were allocated in the

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previous local plan. This includes MX1-25, Land bounded by Park Approach, and Barrowby Lane off Manston Lane which has a capacity for 300 dwellings. This site is approximately 500m west of Crawshaw Woods Overbridge. Policy EO1: Identified Sites for Office Use also allocates this same site for 83,615sqm of office space.

- 6.3.64 Policy HG2 allocates land for 79 housing units south of Peckfield Level Crossing (site reference HG2-125) which is now being developed.
- 6.3.65 Policy HG2 also allocates the site known as HG2-120 Manston Lane – former Vickers Tank Factory Site, Cross Gates. This site is a 21.5ha site with a capacity for 450 dwellings. The site is approximately 0.5km to the north-west of Crawshaw Woods Overbridge on the north side of the railway and adjoins allocation MX1-25.
- 6.3.66 Also under Policy HG2, site MX2-38 Barrowby Lane Manston is allocated for 150 dwellings and 10ha of employment which is immediately to the south of Crawshaw Woods Overbridge. Policy HG8 allocates sites for travelling showpeople and includes Land off Phoenix Avenue, Micklefield (site reference HG8-3), a 1.99ha site with capacity for 6 plots. This is located immediately to the south of Peckfield Level Crossing and the proposed TSC.
- 6.3.67 The following changes were proposed in the Council's SAP Main Modifications in March 2021:
- MX2-38 (land immediately south of Crawshaw Woods bridge) to be deleted from policy HG2 due to the lack of exceptional circumstances to justify development in the Green Belt for housing, as supply from non-Green Belt sites exceeds the plan requirement.
 - EG2-37 (land immediately south of Crawshaw Woods bridge – same site as MX2-38) to be inserted into Policy EG2 as exceptional circumstances exist for allocation of the site in the Green Belt for employment use.
- 6.3.68 Following the closure of the consultation on the main modifications, the Inspector wrote to the council on 25th March 2022 recommending that a half day hearing was required to discuss the integrated rail plan and the proposed allocation EG2-37 (Barrowby Lane, Manston).
- 6.3.69 Following the hearing on 18th May 2022, the Inspector responded to the council in December 2022 concluding that the removal of the site from the Green Belt was not justified by way of exceptional circumstances. A consultation took place until 27th January 2023 to

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respond to this conclusion. The outcome of this consultation is yet to be published.

6.3.70 The following changes are proposed in the Inspector's Main Modifications, December 2022.

- EG2-37 (land immediately south of Crawshaw Woods bridge – same site as MX2-38) to NOT be inserted into Policy EG2 as exceptional circumstances DO NOT exist for allocation of the site in the Green Belt for employment use.

6.3.71 In response to the Inspector's Main Modifications, the City Council notes that "*The practical impact of which is to not allocate the site for employment use and to delete the former mixed use allocation.*"

6.3.72 A further consultation was undertaken between 25 May 2023 and 26 June 2023 relating to site EG2-37 and the Government's position on the Integrated Rail Plan. The planning status of the EG2-37 site therefore remains under consideration and further details can be found within Examination Documents EXR32¹ and EX33².

Leeds NRWLP

6.3.73 **Water 2: Protection of Water Quality.** Development within areas adjacent to sensitive water bodies such as rivers, streams, canals, lakes and ponds must demonstrate control of quality of surface water run off for the lifetime of the development and during construction. For major developments the water management infrastructure should be considered as an integral part of the urban and landscape design.

6.3.74 **Water 6: Flood Risk Assessments.** All applications for new development will be required to consider flood risk, commensurate with the scale and impact of the development. Where, in the opinion of the Local Planning Authority (LPA), there is the possibility of any flood risk to the site, or the potential for flood risk impact on other sites, a Flood Risk Assessment (FRA) is required.

6.3.75 **Land 1: Contaminated Land.** The City Council supports the principle of development of previously developed land in preference to greenfield sites. To ensure the risk created by actual and potential contamination is addressed, developers are required to include information regarding the status of the site in terms of contamination with their planning application. The Council will then

¹ <https://www.hwa.uk.com/site/wp-content/uploads/2021/01/EXR32.pdf>

² <https://www.hwa.uk.com/site/wp-content/uploads/2021/01/Leeds-letter-post-MMs-May-2023-1.pdf>

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assist applicants in the development process to identify an appropriate remediation solution, where necessary, prior to the development being brought into use.

- 6.3.76 **Land 2: Development and Trees.** Development should conserve trees wherever possible and also introduce new tree planting as part of creating high quality living and working environments and enhancing the public realm. Where removal of existing trees is agreed in order to facilitate approved development, suitable tree replacement should be provided on a minimum three for one replacement to loss. Such planting will normally be expected to be on site, as part of an overall landscape scheme.

The Leeds Local Plan Update Publication Draft Consultation 2022, Your Neighbourhood, Your City, Your Planet

- 6.3.77 The policies set out in this document would effectively update the 2019 Core Strategy. Examination of the Plan is expected around Winter 2023/ 24, with adoption expected around mid-2024. Those relevant to the Scheme Development are set out below:
- **Overall Approach.** In response to the City Council's declaration of a Climate Emergency in 2019, there is a pressing need to stay within the legally binding carbon budget. This includes objectives relevant to the Scheme Development:
 - Carbon reduction: Seeking to minimise energy demand without increasing carbon emissions.
 - Sustainable infrastructure: Leeds will ensure the delivery of an accessible and integrated transport system which focuses on public transport and active travel and is worthy of its role at the heart of Leeds City Region, supporting communities and inclusive growth.
 - **Strategic Policy SP0 Climate Change Mitigation and Adaptation.** Development must contribute to carbon reductions achieving 100% net zero operational carbon reductions (on 2000 levels) to help make significant progress to the District being net zero by 2030.
 - **EN1 Part A, Embodied Carbon.** All major developments should calculate their whole life cycle carbon emissions using a nationally recognised assessment methodology and demonstrate actions to reduce life-cycle carbon emissions of the development.
 - **WATER 7 Sustainable Drainage.** All developments are required to ensure no increase in the rate of surface water run-off to the existing formal drainage system.

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- **G2A Protection of Trees, Woodland and Hedgerows.** All woodlands, trees and hedgerows will be retained and undamaged unless their removal is justified and agreed by the Local Planning Authority through the submission of an up to date and appropriate tree survey and assessment.
- **G6 Protection of Existing Green Space.** Green Space will be protected from development unless one of the following criteria are met:
 - There is an adequate supply of all typologies of accessible green space within the analysis area and the development site offers no potential for use as an alternative deficient open space type; or
 - The green space lost is re-provided by an area of at least equal size, accessibility and quality in the same locality; or
 - Where supported by evidence and in the delivery of wider planning benefits, redevelopment proposals demonstrate improvements to existing green space in the same locality; and
 - The green space is not required for the purpose of climate change adaptation such as tree planting or local food growing.
- **G9 Biodiversity Net Gain.** All new developments will provide a minimum of 10% biodiversity net gain in line with the Environment Act 2021.
- **SP11A Mass Transit and Rail Infrastructure.** Projects that enable the delivery of a West Yorkshire Mass Transit network in Leeds will be supported to deliver improved connections, East Leeds is specifically mentioned as an opportunity. Rail infrastructure improvement schemes will be supported where they are designed to ensure that any potential adverse environmental, social and economic impacts are minimised and mitigated, and that any potential benefits or opportunities are maximised.

The Garforth Neighbourhood Plan

6.3.78 The Garforth Neighbourhood Plan (pre-submission plan) has been submitted to Leeds City Council for independent examination. Under paragraph 16 of The Neighbourhood Planning (General) Regulations 2012, the Council publicised the plan seeking comments between 7th November and 19th December 2022. Barrowby Lane and Barrowby Foot Level Crossings fall within the

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designated plan area, meaning that once adopted, policies from the Garforth Neighbourhood Plan will influence planning and development in the area. Policies from the NP which are relevant to the works proposed are outlined below.

- **Policy HBE9 Character Areas.** Character Area 7: Central Garforth includes the area surrounding Nanny Goat Lane and Barrowby Lane where it is recommended that hedges and boundary treatments on these roads are retained.
- **Policy GSRE5 Protecting Local Green Corridors.** Development proposals within or adjacent to local green corridors must seek to enhance their function as part of a multifunctional wildlife, recreational and amenity network. Proposals should retain existing trees and hedgerows as wildlife corridors and should not be hard surfaced, wherever possible soft landscaping solutions should be used. The improvement of local green corridors through additional tree and hedgerow planting will be supported.
- **Policy GSRE6 Green Infrastructure Opportunities.** Development proposals within the green infrastructure opportunity corridors should include measures appropriate to the scale of development to link the proposal to the identified green infrastructure network through new greenspace, planting, street trees or landscapes walking and cycle routes as identified in the Character Assessment Summary Threats and Opportunities.
- **Policy GSRE7 Accessibility and Connectivity (Including PRoW).** Proposals for improving the existing PRoW network will be supported. Proposals on, or adjacent to the PRoW network must respect their function, character, and outlook and ensure community access to the network throughout the lifetime of development, including the construction phase.
- **Policy GSRE9 The Rural Environment.** Development proposals within and around Garforth should take into account the rural environment by protecting and enhancing biodiversity within Garforth's green spaces and surrounding countryside by creating new native tree cover and hedgerows.
- **Policy GSRE10 Biodiversity and the Leeds Habitat Network.** Development proposals within or adjacent to the Leeds Habitat Network in Garforth must demonstrate that there will be an overall net gain for biodiversity. The railway corridor is designated as a woodland habitat.
- **Policy GSRE11 Preservation of the Grade 2 and 3 Agricultural Land.** Development proposals should take into account the agricultural land classifications in rural and natural

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areas to ensure that they contribute to and enhance the natural and local environment by protecting landscape, geology and soils.

- **Policy GSRE 13 Landscape Character.** Development proposals within the open landscape should respect and enhance the special landscape characteristics of Garforth in line with the Leeds landscape assessment. Proposals for the restoration of traditional landscape features such as new woodland and hedgerows will be encouraged and supported.

6.4 Relevant transport policy

- 6.4.1 Britain's railway plays an essential role in supporting and creating economic growth by enabling safe, fast, efficient movement of passengers and goods into and between major economic centres and international gateways.
- 6.4.2 Consistent with Government transport strategy, the railway industry's ambition is to increase rail's already significant contribution to the country's economic, social and environmental welfare linking people and communities in an environmentally sustainable way.

Government White Paper – Creating Growth, Cutting Carbon - Making Sustainable Transport Happen (2011)

- 6.4.3 In 2011 the Government recognised that there is a need for radical change in transport policy. In its White Paper, a wide range of measures to deal with congestion and pollution were set out highlighting the need for action at both a nationwide level as well as within the local context. On sustainability, the paper identifies the wider impacts of road traffic pollution stating:
- *“Climate change is one of the greatest environmental threats facing the world today”.*
 - *This was placed alongside a binding target of reducing greenhouse gas emissions by 100% of its 1990 output (achieving net zero emissions by 2050).*
 - *It was identified that transport has a large cost upon society, in particular with issues surrounding delay, pollution, health problems, and accidents, which are all caused by localised congestion. As a result, it is stated that access to sustainable travel modes and improving accessibility can:*
 - *“Make a significant contribution to public health and quality of life”.*

The Network Rail (Leeds to Micklefield Enhancements) Order*Planning Statement NR13**July 2023***Reforming our Railways Command Paper (2012)**

- 6.4.4 The Government's 'Reforming our Railways' Command Paper released in March 2012 sets out how passenger and freight railways are part of the overall vision for a transport system that supports economic growth, is more environmentally sustainable and improves quality of life within our communities. This will be achieved by relieving congestion on the road network, providing a greener transport option than road or aviation and facilitating business, commuting and leisure journeys.
- 6.4.5 The Command Paper states that reform must deliver against four objectives:
- Securing value for the passenger, addressing concerns about rail fares and the impact they have on hard-pressed families – by ending inflation-busting increases in average regulated fares at the earliest opportunity and introducing new ticketing technology.
 - Dealing with the fiscal deficit, putting public finances on a healthier and more sustainable footing for the long term – by aggressively searching out savings and sharing these savings with the taxpayer;
 - Supporting economic growth – through continued taxpayer investment for passengers and freight, to enhance capacity, connectivity and service quality where this is affordable and provides value for money, and by providing industry with the opportunity to invest in improving our railways; and
 - Delivering our environmental goals – by reducing carbon emissions from trains and stations and by encouraging passengers to use the train rather than their car.

High Level Output Specification (2012)

- 6.4.6 The High Level Output Specification (HLOS) sets out information for the Office of Rail and Road (ORR) and for the rail industry about what the SoS for Transport wants to be achieved by railway activities during railway Control Period 5, April 2014 to March 2019 (CP5). The SoS for Transport also announced funding for the completion of the entire Northern Hub Programme of works and Transpennine improvements, including the commitment to electrification in addition to capacity interventions along the whole Route (including the Ordsall Chord in Manchester).
- 6.4.7 However, in 2015 the then SoS for Transport paused the work on the Transpennine electrification to review scope and available funds. Subsequently the programme was re-started in 2017.

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National Infrastructure Delivery Plan 2016 - 2021

- 6.4.8 The National Infrastructure Delivery Plan (NIDP)³ sets out how the Government intends to support the delivery of key infrastructure projects and programmes. It brings together Government's plans for economic infrastructure over a five-year period from 2016 to 2021. It also sets out how infrastructure will support large-scale housing and regeneration projects, as well as key social infrastructure.
- 6.4.9 Although not planning policy, the NIDP provides useful context to the national strategy for delivering infrastructure, in which the Scheme Development is an important part. It provides the overarching context from within which planning policy is set and decisions made.
- 6.4.10 Regarding rail, the NIDP sets out the Government's vision to 'provide world class train services that drive economic growth and exceed passenger expectations' (paragraph 4.6). To support this, a Government commitment to carry out a large rail modernisation programme is provided.
- 6.4.11 Within the strategy to achieve this, the NIDP sets out the Government rail infrastructure priorities to 2020/21. This includes the Network Rail enhancement programme, which is designed to provide necessary extra capacity, more services and better journeys. The Transpennine upgrade (of which the Scheme Development is part) is highlighted as being one of the key parts of this programme (page 36).

Levelling Up The United Kingdom - White Paper

- 6.4.12 The Government published the latest White Paper (at the time of writing) in February 2022. The Paper sets out the next stages in the Government's programme to level up the UK, including:
- By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing (page xvii).
 - With reference to the Integrated Rail Plan (2021), the improvements could see improved services in terms of destinations served, electrified trains, higher frequencies, more seats and/or faster services.

³ HM Treasury (2016) National Infrastructure Delivery Plan

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Integrated Rail Plan for the North & Midlands (2021)

- 6.4.13 The Integrated Rail Plan (IRP) for the North and Midlands was published in November 2021 and sets out core railway projects that the Government intends to invest in over the next 30 years.
- 6.4.14 Recognising that the TRU will now be significantly expanded to enable NPR, it will be managed as the first phase of NPR. The IRP states that the whole Route will be electrified, installing full digital signalling, and add longer sections of three and four-tracking to allow fast trains to overtake stopping services, leading to an initial increase in through passenger services of 20% compared with the pre-COVID-19 situation (page 14).
- 6.4.15 In the core pipeline, the IRP states that between Liverpool and York, to build NPR in line with the 2019 Option 1 developed by Transport for the North. This will see electrification of Leeds – York (the TRU Project) with some sections of four-tracking (page 100).

6.5 Regional Transport Strategy

- 6.5.1 It is important to look at the regional transport initiatives as expressed in the Strategic Transport Plan for the North, Northern Powerhouse Rail, the West Yorkshire Combined Authority Transport Plan and the Leeds City Region Strategic Economic Plan.

Transport for the North

- 6.5.2 Transport for the North (TfN) has been established by the Government as the new regional transport body for the North – comprising all the northern city regions, Local Enterprise Partnerships, Highways England, Network Rail and HS2 Ltd. Transport for the North has created a Northern transport strategy, setting out priorities for significant investment in the north's inter-city road and rail network.
- 6.5.3 TfN's Long Term Rail Strategy identifies the Great North Rail Project, which is the collective name given to a series of rail infrastructure and service improvements encompassed in the Strategic Transport Plan for the North (2019). These include the already implemented Northern Hub and North-West electrification, and the third element is the Transpennine upgrade. The Strategy identifies and recognises the opportunities to be delivered from the upgrade.

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Northern Powerhouse Rail

- 6.5.4 Northern Powerhouse Rail is a programme to deliver an improved rail network in the North of England and bring new opportunities to millions of people and businesses. It includes a mix of new and significantly upgraded railway lines, to increase the capacity, speed and resilience of the North's rail network.
- 6.5.5 As noted in TfN's Strategic Rail Plan and more recently in the 2021 Integrated Rail Plan, TRU is an important programme of works necessary to facilitate the longer-term investment in Northern Powerhouse Rail and is now first phase of NPR, reemphasising the national importance of the delivery of TRU.

North Yorkshire Transport Plan

- 6.5.6 The County Council's Plan (adopted April 2016) considers a 30-year period which sets out the context of the Local Transport Plan in North Yorkshire. The Transport Plan sets out that improving road and rail connections into these City Regions remains an important element of the County Council's strategy to encourage economic growth in North Yorkshire. The Plan states that it "*is strongly supportive of improvements to the Transpennine rail network*".

West Yorkshire Transport Strategy 2040

- 6.5.7 The Leeds to York route and indeed the whole Transpennine Route is very important for the economy and a vital transport link for the surrounding area. The Transport Strategy 6, adopted in 2017, replaced the West Yorkshire Local Transport Plan 3 (LTP3), previously published in 2011. The strategy seeks to enhance business success and quality of life by providing modern, high-quality and well-connected transport which ensures travel around West Yorkshire and beyond is dependable. Transport Objectives include:
- Creating a more reliable, less congested and better-connected transport network.
 - Engaging with climate change and promoting a positive impact on our built and natural environment.
 - Encouraging walking and cycling to create a distinct sense of place.
 - The West Yorkshire Transport Strategy set a target for 75% more trips to be made by rail by 2027, to be achieved through working with operators, enhanced station provision and station accessibility and new stations within West Yorkshire. Proposals for improvements to the Transpennine Route directly addresses some of the challenges identified in the

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strategy by seeking to enhance access to the rail network in this area. The capacity and line speed improvements will help to reduce highway congestion by encouraging a modal shift away from the reliance on the private car. As such the Strategy fully supports the upgrade.

Leeds City Region Strategic Economic Plan

- 6.5.8 The City Region's Strategic Economic Plan (the SEP) seeks 'good growth' where business competitiveness, productivity and profits complement access to good jobs, earnings and opportunities for all residents and where the environment and people's health are highly valued.
- 6.5.9 The SEP will achieve good growth by investing in four strategic policy areas:
- Priority 1 Growing Business
 - Priority 2 Skilled People, Better jobs
 - Priority 3 Clean Energy and Environmental Resilience
 - Priority 4 Infrastructure for Growth
- 6.5.10 Improvements in transport cut across all four SEP priorities, but are emphasised in Priority 4 – where the SEP sets out its requirements for investment in transport infrastructure and services to support the growth and regeneration of prioritised locations within the city region.
- 6.5.11 There is a recognition of the need to improve and invest in transport connections across the region. The SEP helped to secure £800 million funding for transport from the Government as part of the Growth Deal for Leeds City Region. This will deliver over 30 key transport schemes in West Yorkshire over the next 10 years, including funding towards four new rail stations, two of which lie on the Transpennine Route including Thorpe Park Station on this section of the Route.
- 6.5.12 The primary objective of the transport investment is to increase employment and productivity by the completion of transport schemes across West Yorkshire and York, irrespective of boundaries. The key transport schemes will provide transformational strategic transport infrastructure and will significantly increase the number of jobs that would be accessible to residents in the City Region; an increase of 29% is estimated once the schemes are all implemented.

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6.6.1 Based on the policy review shown above it can be concluded that the relevant policy topic issues are as listed below.

- Principle of the Scheme Development.
- Green Belt.
- Historic Environment.
- Greenspace.
- Design.
- Biodiversity.
- Agriculture.
- Sustainability and Climate Change
- Climate Vulnerability.
- Geoenvironment.
- Landscape and Visual Impact.
- Noise and Vibration.
- Arboriculture.
- Traffic and Transport.
- Air Quality.
- Water Environment

6.6.2 The following section of this Planning Statement provides an assessment of the Scheme Development against relevant policy under these policy topic issues.

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7. PLANNING CONSIDERATIONS

7.1 Introduction

- 7.1.1 In this section, the planning considerations for the Scheme Development are examined against the relevant planning and transport topic issues and associated policies set out in section 6.

7.2 Principle of the Scheme Development

- 7.2.1 The Scheme Development forms an integral part of TRU and without the Scheme Development, the benefits of TRU cannot be delivered. The need for and benefits of TRU and the Scheme Development are set out in sections 2 and 5 of this Planning Statement as well as in the Statement of Aims (NR04).
- 7.2.2 The need for the Scheme Development is driven by a body of government policy, culminating in the Government's IRP for the North and Midlands (November 2021) where full support was given to the development of the Transpennine Route as the first step in delivering the wider package of improvements known as Northern Powerhouse Rail.
- 7.2.3 The main benefits of the TRU and the Scheme Development are summarised below.
- Improve safety through level crossing closures.
 - Improve efficiency and reliability of the railway, bringing benefits of increased capacity (train capacity and frequency), reduced incidents and delays and reduced journey times.
 - Reduce operation and maintenance costs.
 - Deliver environmental benefits, including a contribution to decarbonisation of the railway and improved local air quality.
 - Deliver socio-economic benefits, direct through employment and supply chain benefits from construction, and the indirect regional economic benefits of improved rail services.
- 7.2.4 At a national level the NPPF contains several statements which support the development of transport infrastructure and are relevant to the Scheme Development.
- 7.2.5 The NPPF sets out that "*However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*" (paragraph 105).
- 7.2.6 The NPPF encourages "*limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce*

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congestion and emissions, and improve air quality and public health" (paragraph 105) and provides that the planning system should help to "shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure" (paragraph 152).

- 7.2.7 Further the NPSNN sets out the importance of delivering transport networks which support the economy and improve overall quality of life.
- 7.2.8 The NIDP sets out a vision to *"provide world class train services that drive economic growth and exceed passenger expectations"*.
- 7.2.9 Within the strategy to achieve this, the NIDP sets out the Government rail infrastructure priorities to 2020/21. This includes the Network Rail enhancement programme, which is designed to provide necessary extra capacity, more services and better journeys. The TRU, of which the Scheme Development is part, is highlighted as being one of the key parts of this programme.
- 7.2.10 The Scheme Development is a key component of a series of improvements to the Transpennine Route. The development in its own right provides additional capacity on the Route, thereby strengthening and reinforcing the opportunity for rail to be a viable alternative to road-based traffic, with its commensurate benefits on climate change and sustainability. It also improves connectivity along the Route, which in turn acts as an enabler for economic improvements. This clearly accords with the Government's desire for the planning system to facilitate the building of a strong and competitive economy as set out in chapter 1 of the NPPF.
- 7.2.11 Railways are generally recognised as being a more sustainable transport system than the private car. To achieve a modal shift from the private car to trains, the railway system needs to be made more attractive to users in terms of its reliability and capacity. The Scheme Development therefore supports and fulfils the core land use planning principles of the NPPF by contributing to low-carbon economic growth and promoting sustainable travel in the region. This is entirely consistent with chapter 9 of the NPPF (Promoting sustainable transport) and the environmental benefits of the Scheme Development in relation to carbon footprint are detailed fully in the Environmental Report (NR16).
- 7.2.12 The Scheme Development also clearly aligns with the objectives set out in relation to Transport for the North and Northern Powerhouse Rail by providing significant investment and

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improvement to the North's railway infrastructure and increasing the capacity, speed and reliance of the Network.

- 7.2.13 The whole thrust of the transport policies outlined in section 6 is to seek improvements to the region's transport systems and the rail network, recognising the benefits of rail in the movement of large numbers of people and container/bulk goods over large distances or into congested city centres. The Scheme Development is consistent with national, regional and local transport policy in that it provides an improvement in capacity and line speed for the Leeds to York line, as well as helping to reduce at grade conflicts between road and rail traffic. This improves the reliability of the network and this in turn contributes to encouraging a more sustainable mode of transport as well as fostering economic growth.

- 7.2.14 It is pertinent to note that all of the regional transport initiatives (TfN, Northern Powerhouse Rail and the North and West Yorkshire Transport Plans) make reference to, and will build upon, the Transpennine upgrade and thus the Scheme Development, and the benefits it is expected to realise.

- 7.2.15 At the local level, Leeds Core Strategy Spatial Policy 8: *Economic Development Priorities* seeks to support a competitive local economy by, amongst other things, improving accessibility to employment opportunities by public transport. The Scheme Development would help to achieve this target by providing an improved rail service into Leeds centre, to the east of Leeds and beyond.

- 7.2.16 Leeds Core Strategy Spatial Policy 11: *Transport Infrastructure Investment Priorities* sets out spatial priorities including improvements to the rail network, including improved reliability. As discussed in the Scheme Development benefits, the Scheme Development would deliver on this aspiration through provision of an improved and more reliable rail network.

- 7.2.17 In summary, to achieve a modal shift from the private car to trains, the railway system needs to be made more attractive to users in terms of its reliability and capacity. By improving reliability, increasing capacity and reducing risk to the public by eliminating level crossings, the Scheme Development will comply with the Leeds City Council development plan policies by contributing to low-carbon economic growth and promoting sustainable travel in the region. The proposals therefore comply with the aims and policies of the Local Plan.

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7.3 Green Belt

7.3.1 Each of the following Scheme Development elements involves development in the Green Belt, the extent of which is shown in Figure 12.

- Works to Raise Crawshaw Woods Bridge
- New Barrowby Lane Bridge
- Replacement Ridge Road Bridge and Ridge Road Gas Main Diversion.
- Peckfield Level Crossing Closure

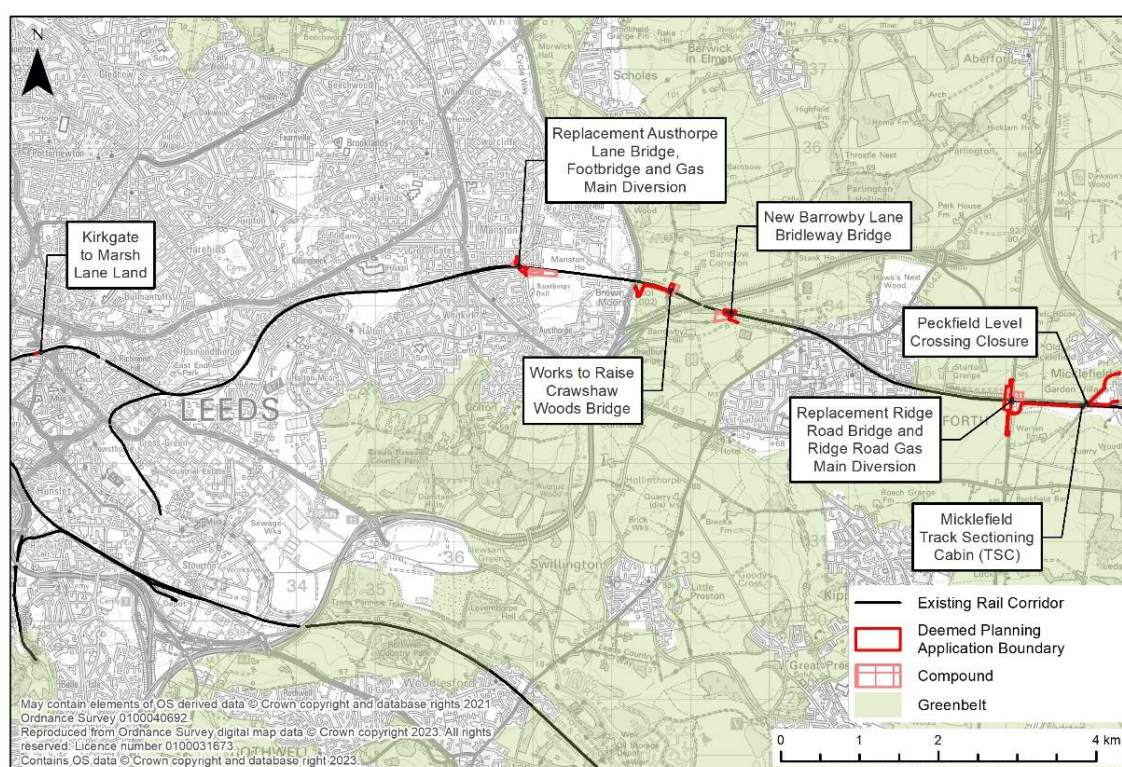


Figure 13 The Green Belt

7.3.2 These locations are subject to the Green Belt policies of the NPPF that prevent inappropriate development that would be harmful to the Green Belt. However, the NPPF identifies some forms of development as not inappropriate in the Green Belt, provided they preserve its openness and do not conflict the purposes of including the land within it. This includes local transport infrastructure which can demonstrate a requirement for a Green Belt location.

7.3.3 Paragraphs 7.3.4 to 7.3.12 explain how the Scheme Development: (1) constitutes local transport infrastructure which must be located in the Green Belt; (2) does not compromise the openness of the Green Belt; and (3) does not conflict with the purposes of including

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land within the Green Belt and is therefore appropriate development in the Green Belt in line with the NPPF and local development plan policy.

- 7.3.4 The Works to Raise Crawshaw Woods Bridge and the Replacement Ridge Road Bridge involve the re-construction of local road infrastructure, which cannot be located elsewhere, raising the height of the existing railway overbridges by 0.9m at Ridge Road and 1.4m at Crawshaw Woods.
- 7.3.5 In both cases, the visible element of the height increase, in very close views, will be the bridge parapets. At Ridge Road, the parapet design will be in-keeping with the existing Grade II listed parapet features. At Crawshaw Woods, the existing modern solid parapet design will be replaced with a more historically in-keeping railing parapet design.
- 7.3.6 Appendix 8 of the Environmental Report (NR16) concludes that the Works to Raise Crawshaw Woods Bridge and the Replacement Ridge Road Bridge will not result in a change to landscape character. The Environmental Report (NR16) also concludes that direct views from the nearest residential receptors and views from the public highway and PRoW network will not have any obvious change. Consequently, the small increase in height of the bridge structures at Crawshaw Woods and Ridge Road will not be appreciable in the context of the wider Green Belt landscape and Green Belt openness will not be compromised.
- 7.3.7 In the case of the local Ridge Road Gas Main Diversion, there will be no visible above-ground structures, so Green Belt openness will not be affected.
- 7.3.8 The Peckfield Level Crossing Closure works involve local at-grade access improvements on Pit Lane / Lower Peckfield Lane, with no substantial above-ground built structures, on the boundary of the Green Belt. These works must be inside the Green Belt because alternative land outside and adjacent to the boundary of the Green Belt, is in use as a public recreation ground. The Peckfield Level Crossing Closure works will not therefore affect Green Belt openness.
- 7.3.9 The New Barrowby Lane Bridge works will provide local transportation access, including a diverted local PRoW, which is required to mitigate the impacts of closing two level crossings. Both level crossings are entirely within the Green Belt and there is no alternative location outside the Green Belt to site the new bridge. Section 4 of this Planning Statement explains why the New Barrowby Lane Bridge is the preferred design option in this specific

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location (within the Green Belt) to mitigate the level crossing closure impacts.

- 7.3.10 Appendix 8 of the Environmental Report (NR16) concludes that the introduction of the New Barrowby Lane Bridge remains in context with the existing landscape character. The setting of the New Barrowby Lane Bridge includes the M1 motorway on a flyover structure approximately 270m to the west and extensive, large scale commercial built development a further 800m to the west of the M1, built up to the boundary of the Green Belt.
- 7.3.11 Appendix 8 (NR16) also concludes that the introduction of the New Barrowby Lane Bridge affects various viewpoints, including short and medium-distance views from PRow, but a combination of existing trees and landscape planting will help to screen and filter views which are in the context of the existing rail corridor.
- 7.3.12 Drawing from this assessment, the construction of a ramped bridleway bridge at Barrowby Lane will not affect Green Belt openness, save for short-distance views in the immediate vicinity. In this setting, any impact on Green Belt openness will be very small and the overall openness of the Green Belt will be preserved.
- 7.3.13 Even if it is considered that the New Barrowby Lane Bridge would reduce the openness of the Green Belt, it is considered that very special circumstances exist that justify its approval. Given the importance of the Transpennine line as one of the primary railway routes in the country and a key component of national transport infrastructure, the Scheme Development is an essential contributor to maintaining and improving the performance and capacity of the line. The New Barrowby Lane Bridge is therefore considered to deliver and enhance existing key railway infrastructure which supports national and local policy on sustainable transport, supports reductions in greenhouse gas emissions, reduces congestion and delivers economic benefits. These material considerations clearly outweigh any limited harm to the Green Belt, and any other harm resulting from the proposed development, resulting in the existence of very special circumstances and allowing for the approval of the proposed development in accordance with the NPPF.

7.4 Cultural heritage

- 7.4.1 An assessment of the effects of the Scheme Development on cultural heritage is set out in the Environmental Report (NR16) Chapter 5.
- 7.4.2 The elements of the Scheme Development affect heritage designations and assets in different ways, including harm to and

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total loss of Grade II listed railway overbridges, works undertaken within a Conservation Area and works within the setting of heritage assets and designations.

- 7.4.3 The impact of the Scheme Development on these features is considered below.

Works to listed bridges

- 7.4.4 The Scheme includes works requiring deemed planning permission for three Grade II listed bridges. These are:

- HUL4/21 Austhorpe Lane Bridge
- HUL4/20 Crawshaw Woods Bridge
- HUL4/14 Ridge Road Bridge

- 7.4.5 These bridges form a part of the Leeds and Selby Railway that have a group heritage value, designed with the same aesthetic and materials.

- 7.4.6 A fourth Grade II listed bridge, Brady Farm Bridge, will be demolished as part of the Scheme but not replaced. These demolition works are permitted development under Part 11 of the GPDO and are not therefore addressed in this Planning Statement. However, a separate application for listed building consent is being submitted in parallel with this TWAO application, including a Heritage Statement, which explains the heritage value of Brady Farm Bridge and demonstrates that the benefits of demolition, including the use of original stone construction material from Brady Farm Bridge in the reconstruction of other bridges, outweighs the total loss of the structure.

Austhorpe Lane Bridge and Ridge Road Bridge

- 7.4.7 Section 4 of this Planning Statement explains why the listed bridges at Austhorpe Lane and Ridge Road must be demolished and re-built to achieve the clearance required for the proposed O(H)LE. The bridges will be replaced with modern engineered structures bespoke to the Leeds and Selby Railway route, utilising a combination of high quality and reclaimed materials, which are sympathetic to their locations and history.

- 7.4.8 The design of the Replacement Austhorpe Lane and Ridge Road bridges includes a weathering steel arch, mimicking the unusual basket arch geometry which is a key characteristic of the listed structures, while utilising modern materials to reveal their modern intervention. Existing stone will be re-used within the abutments, while the parapet will retain its unusual coping stone design, and

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will employ stone re-used from Brady Farm Overbridge to continue the aesthetic of the historic bridge. From the highway the bridge will, therefore, continue to be read as a historic feature. As a whole, the Replacement Austhorpe Lane and Ridge Road bridges are an appropriate response to the future needs of the railway and the historic importance of the existing bridges, incorporating the conservation of original materials.

- 7.4.9 In accordance with the NPPF and local plan Policy N14 *Listed Buildings and Preservation*, great weight should be given to the asset's conservation and the total loss of listed buildings is only acceptable where total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, requiring clear and convincing justification.
- 7.4.10 Section 4 of this Planning Statement explains why conservation of these bridges is not possible. However, considerable attention has been given in the design process to retaining as much historic construction material as possible in the replacement bridges design and producing an arch design that respects the heritage of the bridges, resulting in the successful preservation of important elements of the historic bridges' fabric and conservation of the original design concept.
- 7.4.11 Sections 2.2 and 5 of this Planning Statement provide a summary of the need for TRU and the range of public benefits it will deliver. Given that TRU forms an important part of Northern Powerhouse Rail, which is a key driver for economic growth across the whole of the north of England, and that TRU on its own will deliver substantial benefits associated with faster, more reliable rail connections and a decarbonised railway, it is considered that there is clear and convincing evidence to demonstrate that the public benefits of TRU outweigh the total loss of Ridge Road and Austhorpe Lane Overbridges and that there are the exceptional circumstances justifying total loss, as required by Policy N14 *Listed Buildings and Preservation*.
- 7.4.12 Account should also be taken of the proposed bespoke designs to be used in both bridges, which have evolved through close consultation and agreement with Historic England and the LCC conservation officer. By combining high quality modern materials with preserved historic material and delivering a unifying feature design that harnesses the original geometric form of the bridges, the bespoke designs make a positive contribution to the local character and distinctiveness, which is an important decision-making factor as established in the NPPF at paragraph 197.

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- 7.4.13 James Walker, a renowned 19th century engineer, designed the Crawshaw Woods Bridge as a cast iron overbridge. It was built between 1830 and 1834 as part of the first phase Leeds & Selby Railway. The bridge is believed to be the earliest cast iron bridge in the world still in-situ over an operational railway and used as the main access bridge to the Former World War I National Filling Factory, Barnbow Scheduled Monument, which is located within 500 m of Crawshaw Woods Bridge.
- 7.4.14 Works to Crawshaw Woods Bridge involve the repair and restoration of the original cast iron framework and reinstatement at a higher level. The bridge abutments will be increased in height through the re-use of original stone from Crawshaw Woods Bridge and from the demolition of Brady Farm, Austhorpe Lane and Ridge Road bridges. The existing bridge parapet is a modern addition and will be replaced in the new design with a more historically in-keeping design. The proposed design has evolved through close consultation and agreement with Historic England and the LCC conservation officer, following earlier consideration of alternatives.
- 7.4.15 The increase in height will physically impact the heritage asset, but the incorporation in the design of original materials, combined with improvements to the parapet design, will result in little alteration to the aesthetic of the overall structure and the key feature of the cast iron arch. Therefore, the design solution will result in less than substantial harm to the heritage asset. In addition, the opportunity to restore the ironwork is beneficial to its heritage significance.
- 7.4.16 The retention of Crawshaw Woods Bridge helps to provide continued appreciation of James Walker's unusual design and the understanding of the original intention for a four-track railway, balanced alongside the use of good design principles. Retention of the Bridge also ensures the continued interpretation of the historic connection between the bridge and the Barnbow Scheduled Monument.
- 7.4.17 When weighed against the significant need for and public benefits of the TRU, the less than substantial harm to Crawshaw Woods Bridge is justified in these exceptional circumstances and the proposals are therefore consistent with the NPPF and Policy N14 *Listed Buildings and Preservation*.
- 7.4.18 Furthermore, sympathetic design measures have been taken to mitigate the less than substantial harm caused to Crawshaw Woods Bridge. The works are in-keeping with Policy N17 *Listed Building Character* as the cast iron framework will be repaired and restored prior to reinstatement. Furthermore, re-used stone will be

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used to raise the abutments, preserving original material in a design that conserved the special character and appearance of the structure.

- 7.4.19 The works to all three bridges are in keeping with Policy P11 *Conservation* of the Core Strategy as the mitigation and compensatory measures associated with the works outlined above ensure that the character and quality of the historic environment and its setting will be conserved and enhanced.

Gas main diversion works

- 7.4.20 The Scheme Development includes gas main diversion works at Austhorpe Lane Overbridge and Ridge Road Overbridge.
- 7.4.21 The existing high pressure gas main pipe bridges run across the railway, parallel to the overbridges. Removal of these gas main pipe bridges will have a beneficial effect on the setting of the Replacement Austhorpe Lane and Ridge Road Overbridges, by better-revealing the bespoke design incorporating reclaimed stone and an arch-design reflecting the geometry of the original bridges, which accords with the approach recommended in paragraph 206 of the NPPF.

The Kirkgate to Marsh Lane Land

- 7.4.22 The proposed Kirkgate to Marsh Lane Land at Penny Pocket Park is within Leeds City Centre Conservation Area as well as within the setting of Grade I and Grade II listed buildings including St Peter's Church (Leeds Minster) and associated features; 1 Church Row; and 15-19 High Court Lane. These are all within 200m of the proposed works.
- 7.4.23 No structure which makes a positive contribution to the character and appearance of the Conservation Area will be demolished and therefore the Conservation Area will not be harmed.
- 7.4.24 The very small scale of the electrification equipment works (two cabinets with dimensions of 7m x 4m and one cabinet 11m x 6m) and the fact that the signal gantry is replacement for existing, in the context of the existing operational railway infrastructure in a location some distance away from listed buildings, will not result in any adverse impact on the setting of any listed buildings.

7.5 Archaeology

- 7.5.1 An appraisal of the predicted archaeology related impacts and consequential effects of the Scheme Development is provided within Environmental Report (NR16): Volume 3: Appendix 6:

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Technical Note: Archaeology. This appraisal considers a 250m focused study area around the Scheme Development components, identifying archaeological assets with the potential to be affected by the Scheme Development.

- 7.5.2 This search identified the former Barnbow World War I National Filling Factory (NHLE 1415057), a scheduled monument located approximately 73m from the Scheme Development boundary at Crawshaw Woods Bridge. The appraisal of archaeology related impacts concludes that there will be a very minor and temporary impact on the setting and significance of NHLE 1415057 during construction due to temporary change in its setting which requires no specific mitigation and does not conflict with relevant planning policy.
- 7.5.3 The Replacement Austhorpe Lane Bridge works are close to but do not affect a loopholed gatehouse (MWY5326) to the former Vickers tank factory, part of the Barnbow Royal Ordnance Factory.
- 7.5.4 The Kirkgate to Marsh Lane Land impacts on the site of St Peter's graveyard at Penny Pocket Park, where the railway boundary sits adjacent to an early-medieval period graveyard. The location of works will be managed to avoid directly impacting on gravestones where possible and, if required, any exhumation will be managed under licence.
- 7.5.5 In addition to this, around 20 non-designated West Yorkshire Historic Environment Record (WYHER) below-ground assets have been identified within the 250m study area. They include features such as medieval villages, crop marks, bellpits and other features indicative of Iron Age farming, most of which will not be affected by the Scheme Development. Direct impacts on non-designated archaeological assets are limited to: a small section of a wider area of crop marks and potential bell pits at Works to Raise Crawshaw Woods Bridge and the Replacement Ridge Road Bridge; a small section of an area of Limekiln Field Enclosures / intakes at Ridge Road; and a small section of the edge of a large field system at the Peckfield Level Crossing Closure.
- 7.5.6 In accordance with the UDP saved policy N29 and associated policies for archaeology, features of the type identified in the preceding paragraph as being directly affected are classified as a Class III assets. In accordance with policy ARC4 and ARC5 (Leeds UDP (Review 2006) Volume 2 Appendices, page 18), there is no presumption in favour of physical preservation of Class 3 assets which are of local significance. The archaeological evaluation reported in the Environmental Report (NR16 Appendix 6) confirms only minor harm to these assets. To minimise harm,

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terram and geogrid protection will be laid on land used for construction following topsoil strip.

- 7.5.7 Archaeological recording of assets affected will be secured through the implementation of section 5 of the Code of Construction Practice Part A (NR17). The proposed deemed planning permission condition No. 9 provides for the preparation and approval by Leeds City Council of an agreed construction methodology and, if necessary, a Written Scheme of Investigation (WSI). Therefore, overall the Scheme Development complies with Core Strategy policy P11 on conservation and saved UDP Policy N29 that requires investigation of archaeological assets of the type affected.

7.6 Greenspace

- 7.6.1 The Kirkgate to Marsh Lane Land is within the designated greenspace of Penny Pocket Park. UDP Policy N1 (*Protection of Urban Greenspace*) protects such areas from development unless it is for recreational use. However, the area of greenspace land that will be acquired to accommodate the electrification and signalling equipment required is very small, limited to footings for the proposed staging cabinets and signal gantry, at the top of a steep railway embankment, that is in part covered by gravestones and not generally used for recreation purposes. On this basis it is considered that the Kirkgate to Marsh Lane Land does not have a negative impact on usable greenspace and greenspace does need to be replaced elsewhere (as usable greenspace is not lost) and therefore the proposals do not conflict with Policy N1.
- 7.6.2 The Kirkgate to Marsh Lane Land, being land that arguably could be used for public recreation and land which is a disused burial ground, is also likely to be designated as public open space under section 19 of the Acquisition of Land Act 1981. However, as the area of land to be acquired is less than 209 square metres, an application for a certificate of exemption from Special Parliamentary Procedure (under the Acquisition of Land Act 1981) normally associated with the acquisition of public open space land greater than 209 m², will be made.
- 7.6.3 Construction of the Austhorpe Lane Gas Main Diversion in the section south of the railway will be on land designated as greenspace in the Leeds UDP. However, the permanent works will be largely underground save for an inspection chamber entrance and will not therefore impact on usable greenspace and do not conflict with Policy N1.

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7.7 Design

- 7.7.1 The NPPF stresses the importance of good quality design and Core Strategy Policy P10: *Design* recommends that development should be based on a thorough contextual analysis and provide good design that is appropriate to its location, scale, and function. New development is expected to provide high quality design.
- 7.7.2 Compliance of the Scheme Development is covered in more detail in the Design and Access Statement (NR15) (DAS). The DAS includes a design appraisal, demonstrating that the Scheme Development complies with the relevant national and local planning policies by providing safe, well-functioning railway infrastructure, taking account of the important issues of access for maintenance and inspection, and materials durability. The DAS concludes that the Scheme Development is sympathetic to the local landscape through good design whilst making efficient use of land, minimising impacts on agricultural land and flood zones and adopting sustainable construction principles.
- 7.7.3 The Scheme Development design has been thoroughly informed by feedback from local and technical consultation. Although the location and design of the Scheme Development is largely dictated by functional railway infrastructure requirements and safeguarding for future infrastructure, the design responds to the surrounding local context and local needs.
- 7.7.4 The Replacement Austhorpe Lane and Ridge Road Bridges will be a new bespoke design for the east of Leeds Transpennine Route, incorporating original stone material a steel arch feature that conserves the original basket arch design principal. The Works to Raise Crawshaw Woods Bridge involve the refurbishment and retention of the original cast iron arch structure which is the key heritage designation feature, alongside the reuse of original stone material in the raised bridge abutments.
- 7.7.5 The New Barrowby Lane Bridge provides an accessible ramped route to replace the closed level crossings, consistent with the implementation points of the Accessible Leeds SPD, in the most appropriate location taking account of the location of the existing crossings and other development constraints. The Scheme Development includes landscaping proposals to mitigate impacts on views and the landscape.
- 7.7.6 The Peckfield Level Crossing Closure scheme provides a level alternative route across the railway, minimising additional travel distances, consistent with the Accessible Leeds SPD. The design involves minimal built development, which would otherwise impact on the landscape and views.

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- 7.7.7 The Micklefield TSC will be a simple, functional single storey building of dimensions which are the minimum required for the functional and operational use, which will blend-in as a low impact element of the operational railway infrastructure. The TSC will not be accessible to the public.
- 7.7.8 The Kirkgate to Marsh Lane Land involves a replacement for an existing signal gantry and small-scale steel cabinets on metal staging platforms, restricted from public access by the usual railway boundary fencing. This equipment will be read as minor upgrades or additions to existing operational railway equipment on the railway viaduct structure.
- 7.7.9 Overall, the Scheme Development design is appropriate in terms of land use, scale, layout, access and appearance in the context of its required railway infrastructure functionality and the local environment and community. The Scheme Development delivers infrastructure that, where appropriate: delivers high quality design that adds to the overall quality of the area; is visually attractive and incorporates effective landscaping; is sympathetic to local history and landscape and provides safe and convenient access. The Scheme Development therefore complies with the design policy set out in Chapter 12 of the NPPF as well as Policy P10.

7.8 Ecology

- 7.8.1 An appraisal of the predicted ecological impacts and consequential effects of the Scheme Development is set out in the Environmental Report (NR16): Volume 3: Appendix 5: Technical Note: Ecology.
- 7.8.2 There are no international statutory designated sites for nature conservation within 2km of the Scheme Development, and only one national statutory designated site for nature conservation within 2km of the Scheme Development, Roach Lime Hills Site of Special Scientific Interest (SSSI), designated for its species-rich open grassland. Ridge Road bridge and gas main (HUL4/14), the Micklefield TSC and Peckfield Level Crossing are within the SSSI impact risk zone.
- 7.8.3 Two local statutory sites lie within 2km of the Scheme Development, these being Primrose Valley Local Nature Reserve (LNR), and Ledston Luck LNR (important for wildlife-rich river corridor and species-rich grassland with ponds, including five species of orchid on a former colliery 'stack', respectively).
- 7.8.4 There are eleven non-statutory sites designated for nature conservation within 2km of the Scheme Development. Four are designated as Local Wildlife Sites (LWS), namely Great Swarcliffe Plantation LWS, Barnbow Common LWS, Hawks Nest Wood LWS,

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and Hartley Wood & Castle Hills LWS as well as one designated as a Site of Importance for Nature Conservation (SINC), namely Newthorpe Quarry SINC. None are directly affected by the Scheme Development.

- 7.8.5 All TWAO elements are within or partially within the Leeds Habitat Network.
- 7.8.6 An Extended Phase 1 Habitat survey has been completed for the Scheme Development, and bat surveys have been undertaken for Austhorpe Lane Bridge (HUL4/21), Austhorpe Lane Footbridge (HUL4/21A), Crawshaw Woods Bridge (HUL4/20), and Ridge Road Bridge (HUL4/14).
- 7.8.7 An appraisal of potential effects on the ecological features identified in the Scheme Development area has been undertaken using desk study data and field survey results, as reported in the Environmental Report (NR16).
- 7.8.8 The relevant elements of the Scheme Development have been sensitively designed and positioned with reference to existing baseline conditions and potential pathways for impact (e.g. avoiding habitats of higher ecological value where possible).
- 7.8.9 The Environmental Report (NR16) provides details of embedded and specific measures to mitigate ecological impacts, and, once these measures are implemented, the Environmental Report (NR16) confirms that no adverse residual construction or operational effects are anticipated as a result of the relevant works components of the Scheme Development.

Examples of embedded mitigation

- 7.8.10 **Layout Design.** The layout of the Scheme Development has been designed to make use of habitats of low ecological value where these are available. Examples include locating permanent works to avoid tree loss where possible and the design of construction land associated with the Scheme Development to minimise tree loss and impacts on important trees and ecologically valuable habitats.
- 7.8.11 **Code of Construction Practice (CoCP).** A CoCP secured by condition will include best-practice measures regarding minimising ecological impacts associated with lighting, noise, surface water drainage and Invasive Non-Native Plant Species (INNPS).
- 7.8.12 **Ecological enhancement measures.** A variety of biodiversity enhancement measures will be deployed in the Scheme Development, including: new native species planting; planting to reinforce connectivity between existing habitat features of value;

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increasing biodiversity value of grassland habitats by planting flower-rich native grassland mixes; provision of bird and bat boxes and nesting/roosting, foraging and commuting habitat through planting; all associated with an appropriate management regime.

Examples of specific mitigation

- 7.8.13 **Bat Mitigation.** A bat mitigation license will be applied for and obtained from Natural England where confirmed bat roosts are affected. Felling or pruning of trees highlighted as having suitable roosting features will be avoided wherever possible and retained roosting trees will be retained with a suitable buffer to prevent accidental damage.
- 7.8.14 **Trees and hedgerows.** Secured by planning condition, the protection of retained trees and hedgerows will be implemented to prevent accidental damage, through suitable tree protection in accordance with British Standard 5837:
- 7.8.15 **Clearance and Preparation.** A watching brief will apply during vegetation removal and disturbance of natural and artificial refugia materials that could provide shelter habitat for breeding birds, common reptile species, etc. Where possible vegetation removal will be undertaken outside of nesting season and checks for ground nesting bird species will be taken.
- 7.8.16 **Great Crested Newt Mitigation.** Works affecting GCN populations will progress using the Network Rail Great Crested Newt Organisational Licence which is granted by Natural England and delivered through Nature Space and the Newt Conservation Partnership.
- 7.8.17 The area of permanent land take required overall is relatively small and the temporary land acquisition areas will be reinstated to their pre-works condition as far as possible and to an agreed scheme where, for example trees will be lost.
- 7.8.18 Network Rail is committed to deliver 10% Biodiversity Net Gain (BNG) via the Network Rail (2020b). Transpennine Route Upgrade – Programme wide Net Positive Biodiversity Strategy (Revision P03.1), and a BNG assessment will be carried out to meet the Strategy objectives. BNG will be delivered locally wherever practicable.
- 7.8.19 Taking account of the mitigation described above, an overall benefit to biodiversity will occur following the successful implementation of the Landscape and Ecological Mitigation Report (LEMP) which will be agreed with LCC via planning condition and Network Rail biodiversity commitments; the proposed habitats will be more

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diverse and species-rich and connectivity between habitat features will be improved.

- 7.8.20 Overall, the Scheme Development complies with Policy G8 of the Core Strategy as it will result in no adverse effects to ecology during construction and operation following the implementation of embedded and specific measures. The Scheme Development also will meet the BNG requirements of Core Strategy Policy G9.

7.9 Agriculture

- 7.9.1 The Environmental Report (NR16): Volume 1: Chapter 14 provides an assessment of the impacts of the Scheme Development on agricultural soils associated with the construction and operation of the Scheme Development.
- 7.9.2 A desk-based assessment of Agricultural Land Classification shows small elements of the Scheme Development area as comprising both Grade 2 and Grade 3 (Grades 3a and 3b undifferentiated in the data) with Grade 3 in the west, between Austhorpe and Crawshaw Woods and Grade 2 in the east, between Barrowby and Peckfield. No detailed soil and Agricultural Land Classification surveys have been undertaken due to the small footprint of permanent works.
- 7.9.3 During construction, a total of about 7.6ha of Grade 2 and Grade 3 agricultural land will be affected temporarily. A Soil Resource Management Plan will be implemented during construction, to ensure the reinstatement of the land to its pre-construction condition through good practice measures for storage, handling and reinstatement of soils to avoid compaction and biodegradation of soils and to maintain quality.
- 7.9.4 Very small amounts of agricultural land will be lost permanently at Works to Raise Crawshaw Woods Bridge (Grade 3 0.1ha), the New Barrowby Lane Bridge (Grade 2 0.6ha), Replacement Ridge Road Bridge and Gas Main Diversion (Grade 2 0.2ha) and the Peckfield Level Crossing Closure (Grade 3 0.2ha & Grade 2 0.4ha). The overall impact on agricultural land does not constitute a serious conflict with the interests of protecting the best and most versatile agricultural land therefore the proposals are consistent with Core Strategy policy N35 and paragraph 174 of the NPPF.

7.10 Sustainability and Climate Change

- 7.10.1 An assessment of the sustainability and climate change issues and opportunities connected with the construction and operation of the Scheme Development is set out in the Environmental Report

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(NR16): Volume 3: Appendix 15: Technical Note: Sustainability and Climate Change.

- 7.10.2 The Technical Note states that Network Rail's TRU Carbon Reduction Strategy has a strategic objective to achieve a 4% reduction in carbon during the design and implementation of the wider TRU programme, with a stretch target of 12%. The Scheme Development shall be incorporated within this aspiration.
- 7.10.3 Crucially, the TRU works facilitate the electrification of the railway. While some components of the Scheme Development may be carbon intensive, such as the replacement of highway overbridges, these are balanced by the reduction in emissions achieved by the overall electrification of the railway. In operation, the whole TRU will result in a reduction in annual emissions of approximately 1,500 tonnes of carbon dioxide equivalents due to the electrification of the line and a shift to bi-modal trains (trains that are designed to run on diesel or electric power). This is consistent with UK Government policy to encourage electrification of railways as a means of reducing carbon emissions.
- 7.10.4 The Scheme Development is fundamental to the electrification of the line, as it facilitates the installation of O(H)LE through the removal of level crossings and the increase in height of bridges that are too low to safely accommodate overhead wires and through the construction of equipment required for electrification.
- 7.10.5 The Scheme Development includes a number of mitigation and control measures to be used across the Scheme Development to minimise the impact in terms of sustainability and climate change. This includes the following measures.
- Embedding carbon reduction measures in the design process.
 - Temporary land returned to its original condition at the end of the works.
 - Use of hybrid or solar power at construction compounds.
 - A Network Rail Resource Efficiency and Materials Sourcing Strategy (Network Rail 2020) covers all TRU work. This Strategy covers matters such as responsibly sourced timber and concrete and includes a waste hierarchy principle, which prioritises preventing waste in the first place and then in turn preparing waste it for reuse, then recycling, then recovery, and finally disposal.
 - As part of the CoCP, a Materials Management Plan (MMP) will be prepared and secured by planning condition, which will consider the procurement of materials and the strategy to

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reduce the amount of material required and the likely waste to be generated.

- 7.10.6 In summary, the Scheme Development will deliver new infrastructure that will facilitate electrification of the line and a reduction in the used of diesel-powered rolling stock, as part of the overall TRU upgrade that will help to reduce greenhouse gas emissions. In addition, the Scheme Development includes controls and mitigation to reduce the sustainability and climate changes construction impacts. Therefore, the Scheme Development fully accords with the policies set out in Chapter 14 of the NPPF.

7.11 Climate vulnerability

- 7.11.1 An assessment of the climate vulnerability effects associated with the construction and operation of the Scheme Development and the impact of future climatic conditions on the Scheme Development has been considered chiefly in the context of flood risk and water resources.
- 7.11.2 The assessment of the vulnerability of the Scheme Development to climate change has shown that climate projections in general in the UK show that it is likely climate will change in the future and the Scheme Development will be vulnerable to the consequences of this change during its operation. However, the detailed assessment has found that none of these vulnerabilities are significant, as embedded mitigation sufficiently adapts the design and operational processes in compliance with Network Rail engineering standards to remove and reduce to acceptable levels all otherwise significant vulnerability impacts.
- 7.11.3 It is therefore considered that the Scheme Development is compliant with chapter 14 of the NPPF in taking a proactive approach to mitigating and adapting to climate change and by avoiding increased vulnerability to the risks of climate change.

7.12 Geo-environment

- 7.12.1 The effects of the Scheme Development on geology, soils, and land contamination have been assessed in the Environmental Report (NR16) Volume 3: Appendix 12 Geo-environment. A desk-based study has been carried out to identify known potential contamination sources.
- 7.12.2 The Scheme Development passes through urban and rural areas, with the potential for a wide range of potential contamination sources. In urban areas, potential contamination sources typically include the existing railway environment, infilled ground, shallow mine workings, landfill and industrial uses legacy. There is also

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potential for the release of ground gas generated from made ground within the railway corridor and old mine workings. In the rural areas contamination sources are normally limited to old mine workings and landfills.

- 7.12.3 Environmental Report (NR16) Appendix 12 also considers potential impacts on human health and controlled waters including aquifers and surface water and impacts on infrastructure of chemically aggressive ground conditions.
- 7.12.4 To mitigate potential contamination effects, all site activities will be carried out in accordance with the CoCP, secured by planning condition, during construction of the Scheme Development. Good practice measures will be implemented through CoCP and the associated Pollution Prevention and Incident Control plan (PPICP) to avoid accidental spillages of polluting substances.
- 7.12.5 Adherence to the environmental control measures specified in the CoCP will ensure that management of any excavated contaminated material will not pose a significant risk to receptors. Other standard preventative and mitigatory measures that will be applied across the Scheme Development works include:
- standard good practice health and safety measures will be implemented including a Scheme Development Area-specific risk assessment;
 - health and safety risk assessment;
 - Nuisance Management Plans; and
 - compliance with the CL:AIRE Definition of Waste Development Industry Code of Practice.
- 7.12.6 On this basis, it is considered that the scheme is compliant with NRWLP policy Land: 1 (which addresses contaminated land and the requirement for sites to be carefully assessed and any remediation put in place as required) and also with chapter 15, paragraph 174 (e) of the NPPF.

7.13 Landscape and visual impact

- 7.13.1 The effect of the Scheme Development on the landscape character and visual amenity is set out in the Environmental Report (NR16): Volume 3: Appendix 10: Technical Note: Landscape and Visual.
- 7.13.2 There are no national statutory or non-statutory designations relating to landscape value within the study area of the Scheme Development.

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- 7.13.3 The Scheme Development is split between two National Character Areas, but, due to the scale of these designations and the scale of the relevant works components of the Scheme Development, these designations are unlikely to be affected by the Scheme Development.

- 7.13.4 The Scheme Development area coincides within two local Landscape Character Types: Arable Fringe Farmland and Open Arable. Transport routes are recognised as a characteristic element of the landscape within these Landscape Character Types. The Kirkgate to Marsh Lane Land is within the Central Area – Leeds City Centre Conservation Area.

- 7.13.5 The Technical Note summarises that inner City Leeds and the urban edge of East Leeds is a defining characteristic of the western section of the Scheme Development (Kirkgate to Marsh Lane Land and the Replacement Austhorpe Lane Bridge and Austhorpe Lane Gas Main Diversion). The built-up nature restricts views across the townscape. Further east, the landscape character of the Scheme Development becomes more rural and open and low-lying topography allows for longer distance views across the landscape, though these are influenced by detracting features such as pylons and elements associated with road and rail corridors.

- 7.13.6 The assessment of landscape effects in the Environmental Report (NR16) concludes that the Scheme Development will not introduce any new uncharacteristic landscape elements and that changes to landscape character are expected to be small, with the greatest small impacts occurring temporarily during construction.

- 7.13.7 The assessment of visual effects in the Environmental Report (NR16) concludes that some small adverse visual amenity effects will occur during construction, including some changes to viewpoint quality at the Replacement Austhorpe Lane Bridge and Austhorpe Lane Gas Main Diversion and the Micklefield TSC. At the New Barrowby Lane Bridge, there will be a new oblique medium range view of the Bridge which will be a distracting feature viewed from a PRoW, but this view will be in the context of the existing rail corridor and planting will help to assimilate the Bridge into the landscape over time. In all other Scheme Development elements these effects will be limited to disturbance due to temporary construction work. The Environmental Report also concludes that the surrounding landscape context has the capacity to absorb the permanent works.

- 7.13.8 A Landscape and Ecological Management Plan (LEMP) will be provided for approval under planning condition by LCC, covering details of landscape, visual and biodiversity impact mitigation schemes for the Scheme Development.

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- 7.13.9 The combination of minimal adverse effects and detailed proposals for landscape and visual impact mitigation will ensure compliance with Core Strategy Policy P12 that seeks the conservation and enhancement of the character, quality and biodiversity of the area.

7.14 Noise and vibration

- 7.14.1 The Environmental Report (NR16): Volume 3: Appendix 11: Technical Note: Noise and Vibration sets out an appraisal of the predicted noise and vibration-related impacts and the consequential effects on the Scheme Development.
- 7.14.2 Activities anticipated to produce the greatest levels of noise during construction comprise:
- establishing and decommissioning site compounds;
 - bridge demolition and construction;
 - horizontal directional drilling for the proposed gas main diversion; and
 - piling activities for structures.
- 7.14.3 The use of the site compounds will also result in potential noisy activities: movement of plant; delivery of materials; movements of staff at the compound; and plant maintenance.
- 7.14.4 In terms of mitigation and control, site-specific measures to mitigate the localised and temporary construction phase and vibration impacts and effects will be implemented to minimise the disturbance and disruption experienced by local receptors, particularly with respect to works during the night. These measures will be secured through planning conditions, which will include a requirement to prepare a Noise and Vibration Management Plan, which will form part of the CoCP Part B.
- 7.14.5 The temporary disturbance from construction activities will be further mitigated through the use of best practice measures in compliance with Environment and Social Minimum Requirements for Projects – Design and Construction (Network Rail document reference NR/L2/ENV/015 Issue 9) Network Rail, June 2021 ('NR 015')
- 7.14.6 NR 015 includes a range of best practice measures help to ensure work-related noise and vibration impacts and the associated disturbance to local residents are reduced as much as reasonably practicable. This includes, but are not limited to the following measures.

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- Use of modern plant complying with the latest applicable noise emission standards and selection of inherently quiet plant where practicable.
 - Use of lower noise and vibration piling, where practicable.
 - Off-site pre-fabrication, where practicable.
 - Minimising movement of plant during the night-time.
 - Compound boundary fence to include noise attenuation.
 - Maintenance of all plant and equipment, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use.
 - Contractors made familiar with current legislation and the guidance in BS 5228 and required to carry out site activities generally to minimise noise generation.
 - Providing advance communication with local residents to give notice of potential noisy works, monitoring of and responding to noise complaints.
- 7.14.7 The operation of the Scheme Development is not expected to result in any notable increase in noise or vibration compared with existing levels. Further, the Scheme Development will result in the removal of equipment that provides audible warning sounds associated with some of the existing level crossings' operation (e.g. at Barrowby Lane level crossing).
- 7.14.8 The minor changes in track layout and/or local topography and civil engineering components of the Scheme Development are not predicted to result in any notable increase to the level of noise and vibration from operating trains.
- 7.14.9 The only change in operational noise will occur at the Micklefield TSC, where it is anticipated a tonal sound will be emitted during the day and night that could affect nearby receptors. The operational impact/ effects of the Micklefield TSC will be determined using BS 4142 'Methods for rating and assessing industrial and commercial sound'. Operational noise mitigation will include housing that limits holes and gaps, especially close to sensitive receptors and the location of ventilation and cooling fans away from noise sensitive receptors.
- 7.14.10 The Scheme Development has been designed incorporating mitigation and control measures to reduce the impact it has in terms of noise and vibration in compliance with Core Strategy Policy P10 that requires high quality design and development that protects general amenity.

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7.15 Arboriculture

- 7.15.1 An assessment of arboriculture can be found in the Environmental Report (NR16): Volume 3: Appendix 9: Technical Note: Arboriculture.
- 7.15.2 Trees subject to Tree Preservation Orders (TPO) are present within the Replacement Ridge Road Bridge and Ridge Road Gas Main Diversion scheme area. A group TPO is present at the Peckfield Level Crossing Closure.
- 7.15.3 Two TPO designations are also present just beyond the Scheme at the Replacement Austhorpe Lane Bridge and Austhorpe Lane Gas Main Diversion.
- 7.15.4 There is one Conservation Area designation at Penny Pocket Park on the Kirkgate to Marsh Lane Land component of the Scheme Development. No SSSI, Ancient Woodland or recorded Ancient or Veteran trees are present or within or immediately adjacent to the Scheme Development, though four Veteran trees have been identified by the Tree Survey (two at the New Barrowby Lane Bridge, one at Works to Raise Crawshaw Woods Bridge, and one at the Peckfield Level Crossing Closure. None are directly affected except for the veteran tree at the Peckfield Level Crossing Closure.
- 7.15.5 There are further trees and hedgerows in addition to those of note highlighted above. The impact the Scheme Development has on trees is described below for each component.
- 7.15.6 **Kirkgate to Marsh Lane Land:** No trees are to be removed to facilitate these works but there is the potential to require incursions into the Root Protection Area (RPA) for two individual high-quality trees and one individual tree and two tree groups of moderate quality. The detailed design will seek to reduce or avoid the area of constraint associated with trees where possible. Where incursion into the RPA of any trees is unavoidable the impact on tree roots will be mitigated where possible through the use of ground protection to protect roots and soil structure.
- 7.15.7 **Austhorpe Lane Bridge and Austhorpe Lane Gas Main Diversion:** The demolition and construction of the Bridge and Gas Main require the use of land adjacent to the bridge on the northwest and southeast side of the railway. Due to the presence of residential property on the equivalent northeast and southwest sides, there is no alternative but to deliver the construction from these locations. Nine individual trees, one tree group, part of two tree groups, and part of one woodland are to be removed to facilitate these works. This includes one tree and one partial woodland classed as high quality (Category A), three individual

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trees and one tree group classed as moderate quality (Category B), and five individual trees and part of two tree groups categorised as low quality (Category C).

- 7.15.8 **Crawshaw Woods Bridge:** The dismantling and reconstruction of the Bridge requires construction access either side of the Bridge and there is no alternative location to deliver this work. One individual tree and two part-groups classified as low quality (Class C) are to be removed to facilitate this component of the Scheme Development.
- 7.15.9 **The New Barrowby Lane Bridge:** Five individual trees, four groups, parts of two groups and part of one hedge are to be removed to facilitate this component of the Scheme Development. This includes trees and groups classed as moderate quality (Category B), groups classified as low quality (Category C).
- 7.15.10 **The Replacement Ridge Road Bridge and The Ridge Road Gas Main Diversion:** One individual tree and five partial groups are to be removed to facilitate these works, including three partial groups classified as moderate quality (Category B).
- 7.15.11 **The Peckfield Level Crossing and The Micklefield TSC:** One individual tree, one group and part of two groups. The root protection zone of one veteran tree is affected by a proposed new Public Right of Way and root protection measures, including appropriate construction methods will be implemented, in compliance with Core Strategy Policy G2.
- 7.15.12 In accordance with NRWLP Policy Land 1, the Scheme Development designs have been carefully developed to avoid the loss of trees as far as practicable. This has involved carrying out an arboriculture survey of all the development sites and using survey information to work with the design team to consider alternative locations for works and to amend designs and compound land requirements and methods of working, to reduce tree loss to the absolute minimum required.
- 7.15.13 Draft planning condition 4 (NR 12) requires the preparation and approval by LCC, prior to commencement of preliminary works, a plan of existing trees to be retained and removed, including tree protection measures in accordance with BS5837(2012). Tree protection measures, in accordance with BS5837, will include temporary fencing and ground protection to be ensure retained trees are suitably protected.
- 7.15.14 To mitigate the unavoidable loss of a relatively small number of trees across the whole Scheme Development, a Landscape and Ecological Management Plan (LEMP) will also be prepared for

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each element, for approval under planning condition. The LEMP will include detailed landscaping proposals, covering layout, species, number, density and size of trees and planting proposals will comply with the LCC planning policy requiring 3:1 replacement tree planting, in accordance with the NRWLP Policy Land 1 and Land 2.

7.16 Transport

- 7.16.1 An assessment of traffic and transport related impacts and consequential effects of the Scheme Development during construction and operation is included in the Environmental Report (NR16): Volume 3: Appendix 11: Technical Note: Transport.
- 7.16.2 Construction traffic logistics will be managed via a TRU logistics strategy, designed to minimise the use of heavy goods vehicle (HGV) traffic and promote the use of delivery of construction materials, plant and equipment by rail. This strategy involves the establishment of a rail-linked central construction hub (the Joseph Linn Hub) near to Sherburn in Elmet. A number of satellite hubs will be established along the Leeds – Micklefield route to provide interim staging posts. Construction materials will be delivered to site by rail where practicable, thus limiting the number of HGVs on the highway. Where HGV delivery is required, HGVs will normally be restricted to pre-established routes, in accordance with the CoCP vehicle routing plan.
- 7.16.3 Impact during construction will be very limited across the different Scheme Development elements, with a maximum of 16 daily two-way movements (6 of which are heavy goods vehicles) predicted to be associated with any individual Scheme Development element. There are no predicted significant effects due to increases in traffic movements.
- 7.16.4 Impacts due to unavoidable bridge closures at Austhorpe Lane and Ridge Road, during demolition and construction, will be managed by the implementation of suitable diversion routes which will be signposted and advertised in advance to adequately minimise impacts.
- 7.16.5 In relation to operational road traffic increases, only the Micklefield TSC will require regular access and maintenance, limited to 1-2 vehicles per week, not causing a significant effect. The Replacement Austhorpe Lane Bridge will see an additional lane created following the bridge reconstruction and is not anticipated to result in the generation of any additional traffic.
- 7.16.6 Mitigation measures will be adopted including those specified in a Construction Traffic Management Plan (CTMP) will be produced for

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approval by the local authority via planning condition. The CTMP shall contain a range of measures commonly applied to construction works to minimise construction traffic impacts to appropriate levels, including those specified in the Environmental Report Appendix 11, including:

- temporary and permanent road closures and diversions routes;
- the production and approval of a construction vehicle routing plan including compliance monitoring; and
- a Travel Plan for project staff will be produced as required to encourage a sustainable arrangement for travel.

7.16.7 Through a combination of careful construction logistics planning, the production of a Travel Plan and the establishment of rail-linked construction hubs, significant capacity and congestion impacts on the highway network will be avoided and sustainable construction transportation promoted, in accordance with the NPPF section 9, paragraphs 110-111 and 113.

7.17 Air quality

7.17.1 The scheme in operation will not cause any deterioration in air quality. Rather, the overall effect of the Scheme Development will be an improvement in local air quality due to the reduction in use of diesel-powered trains.

7.17.2 Air quality impacts due to construction works, such as particulates from vehicles and plant and construction dust, will be mitigated via the implementation of air quality best practice measures specified in the CoCP. Compliance with these measures will be secured by planning condition resulting in no significant effects during the construction period.

7.18 Flood risk and drainage

7.18.1 Environmental Report (NR16): Volume 3: Appendix 13: Technical Note: Flood Risk and Drainage provides an assessment of flood risk which informs the design of the Scheme Development.

7.18.2 This assessment concludes that there are no significant constraints in relation to flooding that cannot be mitigated during construction and operation and all of the Scheme Development elements are located in Flood Zone 1 and are not at risk of fluvial flooding.

7.18.3 There is a degree of surface water flooding risk affecting some of the Scheme Development elements. During construction, in

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accordance with proposed Deemed Planning Permission condition No. 6, Chapter 7 of the CoCP Part A (NR17) will be complied with, and construction phase surface water management plans produced where required, providing appropriate surface water flooding prevention / mitigation.

- 7.18.4 In the permanent situation (post-construction) additional mitigation is only required for the works at the Micklefield TSC site, where new impermeable ground cover will be introduced, and the TSC will therefore be built with raised finished floor levels and a drainage system will be installed.
- 7.18.5 Based on this assessment, the Scheme Development complies with Core Strategy *Policy EN5: Managing Flood Risk*, by avoiding development in flood risk areas as the entire Scheme Development is with Flood Zone 1 and where there is a risk of surface water flooding, adequate mitigation measures will be implemented.
- 7.18.6 The Scheme Development also complies with the NPPF section 14 (paragraph 154 / 159), avoiding development in areas vulnerable to flooding.

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- 8.1.1 Where it is necessary to mitigate an adverse effect of the Scheme Development as set out in the Environmental Report (NR16) (and summarised above), this mitigation shall be secured by the imposition of planning conditions.
- 8.1.2 A full list of proposed planning conditions is set out in Schedule 1 to the Request for deemed planning permission submitted in accordance with Rule 10 (6) Deemed Planning Permission as part of the TWAO application (NR12). It should be noted that these conditions have been provisionally agreed with LCC through an exchange of correspondence during April-June 2023.
- 8.1.3 A summary of the proposed planning conditions is given below.
- Condition 1 limits the commencement of development to five years to comply with the requirements of the Town and Country Planning Act 1990.
 - Condition 2 requires the development to be implemented in accordance with the planning drawings to ensure that the development is carried out in accordance with the submitted drawings.
 - Condition 3 requires a written scheme of the stages of development, for clarity on applicability of the conditions.
 - Condition 4 concerns protection of trees and ecological assets during preliminary works.
 - Condition 5 governs the production of a Landscape and Ecological Management Plan.
 - Condition 6 requires a Code of Construction Practice (CoCP) Part A and B to be produced.
 - Condition 7 requires a Construction Traffic Management and Travel Plan to be produced.
 - Condition 8 is a requirement for approval of details of external surface materials for specified works.
 - Condition 9 concerns archaeology.
 - Condition 10 addresses a strategy for the delivery of Biodiversity Net Gain.
 - Condition 11 concerns approval and implementation under the above conditions.
 - Condition 12 relates to the approval of details of the construction of a new Public Right of Way at Micklefield.

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9. CONCLUSION

- 9.1.1 The Network Rail (Leeds to Micklefield Enhancements) Order will provide the consents and powers necessary to deliver twenty-one important elements (Leeds to Micklefield Enhancements Order Scheme) of the Transpennine Route Upgrade (TRU).
- 9.1.2 This Planning Statement addresses the elements of the Leeds to Micklefield Enhancements Order Scheme that require planning permission – the Scheme Development - and provides an evaluation of compliance of the development proposed in these elements with relevant planning permission.
- 9.1.3 This Planning Statement demonstrates that there is strong need case for the Scheme Development, as an integral part of the TRU, which is defined in a series of government policy and strategy documents. This Statement also sets out the substantial benefits that will flow from the implementation of the Scheme Development. The delivery of TRU is a central component of the Government's Integrated Rail Plan (IRP) for the North and Midlands (November 2021) and in turn is fundamental to resolving serious existing problems with the main sustainable transport artery connecting the major northern cities and to achieving economic growth targets in the north of England. The IRP sets a programme for the introduction of Northern Powerhouse Rail services on the Transpennine Route and it is clear that the implementation of the Scheme Development it required urgently and will contribute to the delivery of benefits of a scale important to the national economy.
- 9.1.4 In designing the Scheme Development, Network Rail has undertaken formal consultation and extensive engagement with the local authority, other regulatory bodies, affected landowners and the local community. Feedback from this engagement process has informed the identification and evaluation of alternative options for the elements of the Scheme Development. The preferred options for each element of the Scheme Development have been selected based on a range of relevant factors, including environment and sustainability, land and property, cost, design & engineering feasibility, construction, maintenance and deliverability. This thorough process has resulted in a Scheme of affordable development interventions that meet the aims of TRU, whilst having minimal impact on the environment and communities and with uncontentious compliance with planning policy.
- 9.1.5 Compliance of the Scheme Development with the most relevant and important elements of planning policy is outlined in the subsequent sections of this conclusion. Taken as a whole, this Planning Statement demonstrates that the Leeds to Micklefield Scheme Development complies with relevant national and local

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planning policy and that deemed planning permission should be granted.

Green Belt

- 9.1.6 Several elements of the Scheme Development are located within the Green Belt and can be defined as local transport infrastructure that cannot be delivered elsewhere. All of these elements involve relatively limited change to the landscape and views. The largest development, the New Barrowby Lane Bridge, will be well assimilated into a landscape affected by the existing railway corridor and the M1 motorway. None of these elements will conflict with the purposes of the Green Belt or compromise its openness and are therefore not inappropriate development in the Green Belt.

Cultural heritage

- 9.1.7 The Scheme Development involves the demolition or re-modelling of three Grade II listed railway overbridges. The demolition of two listed bridges (Austhorpe Lane and Brady Farm Bridges) is classified as 'total loss' of the heritage asset in NPPF terms and the careful part-dismantling of Crawshaw Woods Bridge and re-construction incorporating the refurbished original cast iron arch is classified as 'less than substantial harm'. However, the substantial public benefits derived as a result of re-building these bridges, combined with designs that respect the heritage value of the existing bridges and conserve elements of the original structures, significantly outweighs the harm caused. Therefore, the Scheme Development design is compliant with national and local cultural heritage policy.

Ecology

- 9.1.8 The Scheme Development does not affect any international or national or local sites designated for ecology.
- 9.1.9 Network Rail has committed to delivering a Scheme that meets a minimum biodiversity net gain of 10%, managing its works in accordance with a Code of Construction Practice which include measures to minimise ecological impacts and to deliver ecological enhancement measures outlined in a Landscape and Ecological Management Plan (LEMP), all of which will be secured via planning condition. In the round, the Scheme Development complies with the NPPF and local plan policy requiring no adverse effects to ecology during construction and operation and the achievement of biodiversity net gain targets.

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Sustainability and climate change

- 9.1.10 Of fundamental importance is the part that the Scheme Development will play in the electrification of the Transpennine railway and the carbon reduction benefits that this will bring, in compliance with the NPPF.

Landscape and visual impact

- 9.1.11 The Scheme Development does not affect any areas designated nationally or locally for landscape value. The Scheme Development involves small-scale development which will not have any significant impact on local landscape character. The main Scheme Development impacts on views will be during construction works, but these impacts will be minor and temporary.

Arboriculture

- 9.1.12 No Ancient Woodland or recorded ancient trees are present or within or immediately adjacent to the Scheme Development. One Veteran tree is affected but will be subject to appropriate root protection and/or avoidance measures, in compliance with Core Strategy policy.
- 9.1.13 Scheme Development construction works have been planned carefully to avoid tree loss as far as possible, but the Scheme Development will involve some loss of mature trees where this cannot be avoided in the construction of replacement infrastructure, most notably at the New Austhorpe Lane Bridge and the New Barrowby Lane Bridge. Where tree loss is necessary, this will be carefully controlled and minimised via a tree protection plan. Were necessary, replacement tree planting will be delivered in accordance with a LEMP. Both the tree protection plan and LEMP will be secured via planning condition, ensuring compliance with development plan policy requiring minimisation of tree loss and re-planting where loss is unavoidable.