The Leeds Railway Station (Southern Entrance) Order Environmental Statement

Historic Environment Technical Appendix
Report 296480RPT013

May 2012
Metro & Network Rail

METRO Network Rail

Mott MacDonald

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Abbreviations

EIA	Environmental Impact Assessment
ES	Environmental Statement
HER	Historic Environment Record
LCC	Leeds City Council
LPA	Local Planning Authority
LSSE	Leeds Southern Entrance Station
NMR	National Monuments Record
PPS	Planning Policy Statement
NPPF	National Planning Policy Framework
TWAO	Transport and Works Act Order
WYAAS	West Yorkshire Archaeological Advisory Service

1. Introduction

1.1 Introduction to Historic Environment

This technical appendix (TA) addresses the potential impacts of the Leeds Station Southern Entrance (LSSE) scheme on the Historic Environment, including:

- archaeological remains: the materials created or modified by past human activities that contribute to the study and understanding of past human societies and behaviour;
- Conservation Areas: designated areas with special character or appearance that bring development and demolition under planning control;
- Listed Buildings: designated buildings with special cultural, architectural or historical significance that bring development or demolition under planning control; and
- historic buildings: architectural or designed structures with a significant historic value. These may include industrial buildings, churches, vernacular buildings and military buildings, as well as other structures not usually thought of as buildings, such as bridges and milestones.

These assets have been ranked in terms of their relative value in accordance with current published guidance. The scale of the impact that the proposed development is likely to have on each of these assets has been considered. Where appropriate and feasible, mitigation measures have been proposed and the overall significance of these residual effects has then been assessed. The accompanying figures for this technical appendix are presented in Volume III of this ES.

1.2 Scheme Design in Context of Historic Environment

1.2.1 Introduction

The following section provides an overview of the proposed works that may have a possible impact during the construction and operation phases of the scheme.

1.2.2 Construction

The new entrance structure, referred to in this document as the LSSE main site, will be supported by two piers located in the channel of the River Aire. The new piers will be founded on piles which will be end bearing on the bedrock. The construction phase will require a crane site located with the options of a self erecting crane on the west side of the River Aire or a tower crane on the east bank of the River Aire.

There will be two site compounds during the construction periods. The main compound will include the site offices and be located west of the station behind Candle House, a smaller compound will be located behind the Blue Apartments. Part of the LSSE construction will include creating a pedestrian zone on Little Neville Street and relocating the existing road surface of black ‘basalt setts’ to the edge of the highway. There will also be a delivery and barge loading site located on Water Lane (Grid Reference: 430222 433056) off Meadow Lane and within the Leeds City Conservation Area. The site will require the archway and low wall/foundations of a structure to be dismantled and the ground levelled as shown on Figure 12 in Volume III of this Environmental Statement (ES).

There are a number of ways in which the construction proposal may affect the historic environment of the area. These are:

- physical impact to archaeological remains (upstanding or buried);

- physical impact on historic buildings;
- impact to the historic landscape/townscape character of the area;
- impact on the setting of two Grade II* Listed Buildings and one Grade II Listed building;
- impact on the setting of the Leeds City Centre Conservation Area at the Water Lane Site;
- impact on the setting of the Holbeck Conservation Area by the site offices; and
- impact on the setting of the Canal Wharf Conservation Area by the main site and crane site.

1.2.3 Operation

The operational effects of LSSE pose little risk to the historic environment in terms of physical impact. The site is within an urban setting and the use of the site will not be affected in a manner that will impact the historic environment. The potential operational impact of the scheme will arise from the permanent visual effect that the development will have on the surrounding townscape. LSSE will be a modern design which utilises different building materials and changes the siting and scale of the current Leeds railway station and Dark Arch viaducts on which the structure will be built. The operational assessment will focus on the permanent visual impact that the development will have on Conservation Areas and Listed Buildings in the surrounding townscape.

1.3 Legislation and Policy

1.3.1 Overarching Legislation

The overarching legislation in relation to Heritage Management in Britain is provided by:

- The Ancient Monuments and Archaeological Areas Act 1979;
- The Town and County Planning (Listed Buildings and Conservation Areas) Act 1990; and
- Transport for Works Act 1992.

1.3.2 National Designations and Policies

Listed Buildings represent those buildings which are seen to have a special architectural, historical or cultural significance. The process of listing was established under the Planning (Listed Buildings and Conservation Areas) Act 1990 and is administered by English Heritage as an agency of the Department for Culture, Media and Sport. A listed building may not be demolished, extended or altered without listed building consent being granted by the local planning authority. There are three grades of listing (in descending order):

- Grade I: buildings of exceptional interest;
- Grade II*: particularly important buildings of special interest; and
- Grade II: buildings of special interest.

There were a total of 32 Listed Buildings identified in total. There are 17 Listed Buildings within a 500m radius of the LSSE main site 3 of which were Grade II* the remainder Grade II. There were 15 Grade II Listed buildings within 250m of the Water Lane delivery and barge loading site (Appendix A). The proposed LSSE will affect the setting of three of these buildings (Section 5.2.2.2).

1.3.2.1 National Planning Policy Framework (NPPF)

The NPPF was published on 27th March 2012 and it has replaced Planning Policy Statement 5 – Planning and the Historic Environment.

Paragraphs 126 – 141 replaces PPS5 with regards to conserving and enhancing the historic environment. The NPPF retains the assessment of significance for works on listed buildings but adds a desirability to sustain and enhance the significance of heritage assets.

In paragraph 131, the NPPF advises that in determining planning applications, local planning authorities should take account of the following criteria:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 137 states that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

1.3.3 Local Planning Policy

1.3.3.1 Leeds Unitary Development Plan (Revised 2006)

The appropriate saved policies which are relevant to LSSE and presented in the Leeds Unitary Development Plan (Revised 2006) are:

Policy N19: All new buildings and extensions within or adjacent to Conservation Areas should preserve or enhance the character or appearance of the area by ensuring that:

- the siting and scale of the buildings is in harmony with the adjoining buildings and the area as a whole;
- detailed design of the buildings, including the roofscape is such that the proportions of the parts relate to each other and the adjoining buildings;
- the materials used are appropriate to the area and sympathetic to adjoining buildings. Where a local materials policy exists, this should be complied with; and
- careful attention is given to the design and quality of boundary and landscape treatment.

Policy N20: 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 railings, will be resisted.

Policy N22: The special architectural or historic interest of each conservation area will be assessed, defined and recorded as resources permit. This statement will inform both development control decisions and any proposals for the preservation or enhancement of a conservation area. The public will be fully consulted on any such proposals.

Policy N29: Sites and monuments of archaeological importance will be preserved and appropriate investigation will be required in accordance with the policies for archaeology in Appendix 4 of Volume II.

Further details of the how the proposed scheme will comply with this policies is given in Section 6.3 and in the Planning Statement, which is included within the Transport and Works Act Order (TWAO) application.

2. Approach and Methodology

2.1 Introduction

This assessment provides a detailed assessment of the archaeological potential at the site. The methodology follows the Institute for Archaeologists' *Standards and Guidance for Desk-Based Assessments* (2008) which defines an assessment as a "*collation of written and graphic evidence to identify the likely character, extent, quality and worth of the known or potential archaeological resource in order to assess the likely impact of a proposed development and to enable strategies for the cultural heritage to be formulated in line with national and local historic environment policies*".

2.2 Scope of Assessment

2.2.1 Background

In 2009, an Archaeological Assessment of the proposed LSSE was undertaken by Faber Maunsell / Aecom (2009). This took place as part of an earlier planning application for which consent was granted. The assessment focused on the archaeological potential of the LSSE main site and had a 500m buffer study area around the main site (NGR SE 298 331).

Based on this information an initial scoping assessment (Mott MacDonald 2011) identified that the scheme is located within an area with a low potential to contain archaeological remains. The assessment identified that potential impacts on the historic environment may arise because the LSSE, site offices and crane site which border the Canal Wharf Conservation Area and the barge loading site which is within the Leeds City Centre Conservation Area.

2.2.2 Spatial Scope

Historic environment databases, cartographic sources and published and unpublished reports relating to sites within a 500m radius of the site boundary have been searched.

It has already been identified that there are no registered parks and gardens or registered battlefields within 2km of the development site and therefore they have not been considered within this Environmental Impact Assessment (EIA).

2.2.3 Temporal Scope

The assessment considers the significance of the effects that may arise during both the construction and operational phases based on any changes compared to the baseline (i.e. the conditions which would exist if the proposals did not go ahead).

The entirety of the construction period has been considered for the purposes of the assessment, which is anticipated to be over a 62 week period. The operational effects will be assessed for the year of opening, and the year of maximum growth/decline, which is normally assumed to be within 15 years of opening.

2.3 Sensitive Receptors

The assessment will consider the resources outlined in Table 2.1 below.

Table 2.1: Heritage resources and receptors

Resource/Receptor	Description
Scheduled Monuments	Nationally designated (statutorily protected) sites.
Known archaeological sites and finds	Sites and finds as noted on the West Yorkshire Archaeological Services Historic Environment Record (HER), the National Monuments Record (NMR) database, or identified during the course of the study. Data will be collated and analysed as part of the baseline study.
Areas of archaeological potential	Areas with reasonable potential to contain previously unrecorded archaeological deposits, including palaeo-environmental remains. Such areas will be identified by the baseline study.
Listed Buildings	Nationally designated (statutory protection) sites
Conservation Areas	Areas designated by Leeds City Council (statutory protection)
Locally Listed Buildings	Undesignated historic buildings identified as being 'valued' for their contribution to the local scene, local architecture, or for local historical associations.

2.4 Methodology

2.4.1 Consultation

2.4.1.1 Scoping Opinion

A scoping report (Mott MacDonald, 2011) was submitted to the Department for Transport (DfT) on 3rd October 2011, and a Scoping Opinion was subsequently received on 11th November 2011. This included responses from English Heritage, Leeds City Council (LCC) and other relevant stakeholders. In response to the scoping opinion English Heritage confirmed they were satisfied with the proposed scope of the ES. There were no historic environment issues raised by LCC.

Consultation during the assessment process has been maintained with the following stakeholders:

- Leeds City Council Conservation Officer;
- West Yorkshire Advisory Service County Council Historic Environment Record (HER);
- West Yorkshire Archaeological Advisory Service (WYAAS); and
- English Heritage, Yorkshire and Humberside Regional Office.

Further details of the consultation correspondence with LCC and WYASS is given in Appendix B.

2.4.1.2 Conservation Area Consent Consultation

As outlined in Section 1.3.1. Conservation Areas are protected by the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. The areas temporarily or permanently required for the proposed entrance, the crane site and working area and the basalt sett removal and reinstatement works are located in or on the border of the Canal Wharf Conservation Area and the site offices also border the Holbeck Conservation Area. As such, Mott MacDonald has consulted with the conservation officer from LCC to discuss the possible impacts resulting from the construction and operational phases of the development. The correspondence in relation to this matter is included within Appendix B, however it was

deemed that Conservation Area Consent would not be required for these areas due to the temporary nature of the construction phase and there are no demolition activities planned within the Canal Wharf Conservation Area or the Holbeck Conservation Area.

As shown in Figure 16 in Volume III of this ES, the Water Lane site is located within the Leeds City Centre Conservation Area. To facilitate the safe working of the area, an arch structure and the retaining walls (as shown in Photo 3.6) will need to be dismantled as part of the enabling works, therefore in line with Circular 01/01: Arrangements for handling heritage applications – notifications and directions by the Secretary of State Section 31(b) (Department for Communities and Local Government, 2001), a Conservation Area Consent will be submitted as part of the TWAO application. As part of the consultation with LCC, a method statement has been requested prior to the dismantling of the structure. Further detail in relation to the method statement is given in Section 5.2.1.1.

2.4.2 Desk Study

The following actions were undertaken to gather the baseline and establish the potential archaeological resource:

- a search of West Yorkshire Archaeology Advisory Service Historic Environment Record (HER) and NMR for heritage assets within a 500m radius of the proposed development;
- a review of the Faber Maunsell / Aecom (2009) LSSE Archaeological report;
- an examination of local, regional and national planning policies in relation to the historic environment;
- an examination of available topographical evidence;
- an inspection of geological sources (maps) relevant to the site;
- a map regression exercise looking at the cartographic and photographic evidence for the site;
- an assessment of relevant published sources;
- an assessment of the existing condition and setting of the site; and
- a review of the proposed development within this setting.

2.4.3 Site Survey

A site visit was undertaken on the 7th February 2012 to assess impacts on heritage from both construction and operation of the LSSE, details of the survey can be found in Section 3.4.9. The Townscape and Visual Amenity Technical Appendix in Volume II of this ES has also been used to assess the visual impact to surrounding monuments.

2.5 Assessment Criteria

2.5.1 Direct Impacts

Sites of High and Medium importance are those possibly meriting preservation in situ or by record (excavation) and are of national or regional/county importance. Sites of low importance are areas or sites of lesser importance, perhaps comprising isolated finds with little contextual data. The evaluation was based on current data held by the HER.

2.5.1.1 Importance of receptor

The importance and sensitivity of historic environment receptors has been based on Table 2.2 below. Assessment of importance is based on a combination of designated status and professional judgement. It takes into account the Secretary of State's non-statutory criteria for the scheduling of ancient monuments;

assessment criteria adopted by English Heritage as part of its Monuments Protection Programme and the Secretary of State's Principles of Selection Criteria for Listed Buildings.

It is also recognised that occasionally sites can have a lower or higher than normal sensitivity within a local context. Assessment of sensitivity also needs to take into account the component of the site that is being affected and the ability of the site to absorb change without compromising the understanding or appreciation of the resource.

Table 2.2: Assessment of importance of archaeological resources and receptors

Importance Scale	Example of Receptor
National (High sensitivity)	Scheduled Monument; Grade I or II* Listed Building; Grade I or II* Registered Park and Garden Undesignated feature or landscape of national or international importance and value
Regional (High sensitivity)	Grade II Listed Building; Grade II Registered Park and Garden; Registered Battlefields; Conservation Areas
County (Medium sensitivity)	Undesignated feature or landscape of county importance and value
Local (Low sensitivity)	Undesignated feature or landscape of local importance and value Sites so badly damaged that too little remains to justify inclusion into a higher grade The receptor is tolerant of change without detriment to its character

2.5.1.2 Magnitude of effect

The magnitude of effect will be determined as the predicted change to the existing baseline environment during construction and operation of the LSSE. Impact and effects are described both quantitatively and qualitatively, as appropriate. The effect of an impact refers to the consequence of the change on the receptor, or particular value or sensitivity.

Table 2.3: Relationship between magnitude of impact and effect

Magnitude of Impact	Effects
High	Significant change to baseline conditions, or causing breaches of legislation or statutory objectives
Moderate	Moderate change to baseline conditions
Low	Slight change to baseline conditions
Negligible	Negligible change to baseline conditions
Nil	No discernible change to baseline conditions

2.5.1.3 Level of significance

Each type of effect will be allocated a level of significance as shown in Table 2.4.

Table 2.4: Evaluation of significance

Magnitude	Low Importance	Medium Importance	High Importance
Low	Not significant	Not significant	Not significant
Moderate	Not significant	Significant	Significant
High	Significant	Significant	Significant

2.5.2 Indirect (Visual) Impacts

The visual impact on the historic environment has been assessed following guidance from the English Heritage guidance document *Seeing the History in the View: Assessing heritage significance within views* (2011). The assessment criteria have been presented in Table 2.5, Table 2.6 and Table 2.7.

Table 2.5: Value of individual heritage assets

Sensitivity	Description
High	The asset will normally be a World Heritage Site, grade I or II* listed building, scheduled monument, grade I or II* historic park and garden or historic battlefield which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset or the only place from which to view that particular asset.
Medium	The asset will normally be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which is a central focus of the view and whose significance is well represented in the view. The Viewing Place (and/or Assessment Point) is a good place to view the asset and may be the only place from which to view that particular asset. The asset may also be a World Heritage Site, grade I or II* listed building, scheduled monument, grade I or II* historic park and garden or historic battlefield which does not form a main focus of the view but whose significance is still well represented in the view. In this case the Viewing Place (and/or Assessment Point) may be a good, but not the best or only place to view the heritage asset.
Low	The asset may be a grade II listed building, grade II historic park and garden, conservation area, locally listed building or other locally identified heritage resource which does not form a main focus of the view but whose significance is still well represented in the view. In this case the Viewing Place (and/or Assessment Point) may not be the best or only place to view the heritage asset.

Table 2.6: Magnitude of the cumulative impact of proposals on heritage

Magnitude of the cumulative impact	Description
High beneficial	The development, in conjunction with other changes, **considerably enhances** the heritage values of the heritage assets in the view, or the ability to appreciate those values or the view as a whole.
Medium beneficial	The development, in conjunction with other changes, enhances to a **clearly discernable** extent the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Low beneficial	The development, in conjunction with other changes, enhances to a **minor extent** the heritage values of the heritage assets in the view, or the view as a whole, or the ability to appreciate those values.
Imperceptible/None	The development, in conjunction with other changes, does **not change** the heritage values of the heritage assets in the view, or the ability to appreciate those values or the view as a whole.
Low adverse	The development, in conjunction with other changes, erodes to a **minor extent** the heritage values of the heritage assets in the view, or the ability to appreciate those values or the view as a whole.
Medium adverse	The development, in conjunction with other changes, erodes to a **clearly discernable extent** the heritage values of the heritage assets in the view, or the ability to appreciate those values or the view as a whole.
High adverse	The development, in conjunction with other changes, **substantially affects** the heritage values of the heritage assets in the view, or the ability to appreciate those values or the view as a whole.

2.5.2.1 Level of significance

Each type of effect has been allocated a level of significance as shown in Table 2.7.

Table 2.7: Evaluation of significance

Magnitude	Low Sensitivity	Medium Sensitivity	High Sensitivity
Low	Not significant	Not significant	Not significant
Moderate	Significant	Significant	Significant
High	Significant	Significant	Significant

2.6 Assumptions and Limitations

A baseline assessment relies on the accuracy of the data provided by the sources outlined in Section 2.4.2. There is always some degree of uncertainty in relation to these sources which include:

- the HER and NMR can be limited because they are not based on a systematic search of the county but rather the records are reliant upon chance finds, random opportunities for research and public contribution. Sites and finds are often undated;
- the Faber Maunsell / AECOM report has been used as a source of data for this assessment, however, this data has not been verified as part of this assessment;
- documentary evidence is inevitably biased towards more recent time periods and many documents are inherently biased. Older primary sources often fail to accurately locate sites and place names change with time and are often duplicated in different locations;
- grid coordinates for finds and buildings are sometimes rounded to such an extent that the actual location of the item can be difficult to locate;
- the presence of buried archaeology is not always obvious during walk over surveys. There is always the potential for unknown buried archaeology to be present on the site; and
- it is assumed that third-party data is accurate as it is not part of the scope of this project to validate the previous survey results completed by others.

3. Baseline

3.1 Introduction

This chapter describes the historic environment of the site and includes reference to the archaeological and historical background, built heritage and townscape character.

3.2 Geology and Topography

The southern entrance will be located above the River Aire extending out from the existing station and brick-built viaducts. Two new piers will be constructed to support the new structure and the footprint of these piers is within the river channel of the Aire. Proposed access ramps, stairs and urban realm improvements on Little Neville Street and Dark Neville Street are located on modern made ground. The location of the delivery and barge loading area is also upon an area of made ground. The Geological Survey Map of Great Britain (sheet 104, scale 1:50,000) identifies a superficial alluvial deposit over a bedrock of Pennine Lower Coal Measures Formation into which the piers will extend.

3.3 Cartographic Evidence

Historic maps from the 18th century onwards, and more recent photographs have been studied to identify historic features and enable an assessment of previous land-use at the site. The results of this cartographic/photographic regression exercise are shown in Table 3.1below:

Table 3.1: Summary of cartographic and photographic evidence for the site

Source of Information	Date	Description
Thomas Jeffery's	1770	There are no buildings depicted on the site. There is an island in the centre of the River Aire approximately in the location of the site. To the north of the site is High Dam, now located beneath the station. The barge loading site at Water Lane is in an area which has buildings along the embankment of the River Aire. It is not clear whether these buildings are of an earlier phase of construction to the present structure on Water Lane.
Netlam and Giles	1815	Buildings are now depicted on Neville Street and Sandford Street. The focus of activity is on the east of the River Aire. There are buildings no at the Water lane site.
Tithe Map	1834	The density of buildings has increased and Sandford Street is depicted crossing the River Aire and leading to further buildings which have developed to the west of the site.
1st Edition Ordnance Survey	1847	The rail line now crosses the River Aire. The surrounding developments are shown in greater detail and the area has significantly developed on both sides of the river. The crossing from Sandford Street has been named Waterloo Ford.
Ordnance Survey	1854	The surrounding building development is similar to the earlier maps but to the north of the rail line and High Dam an annotation on the map marks the site of an Ancient Wall. This is possibly related to the location of High Dam.
Ordnance Survey	1893	The rail line has developed significantly; two stations (Waterloo Station and New Station which are now combined to form the City Station north of the site) and their associated rail lines crossing the River Aire. The footprint of the station's and rail lines covers where High Dam and much of the surrounding buildings were located. The modern road layout surrounding the stations has largely been established. The eastern bank of the River Aire has a wharf and a number of buildings, the western bank is a boatbuilding yard.

Source of Information	Date	Description
		The structure at Water Lane is distinguishable from the surrounding structures.
Ordnance Survey	1908	The New Station structure has expanded further to the east and a tramway is located on Neville Street
Ordnance Survey	1921	The course of the tramway has expanded.
Ordnance Survey	1938	No significant changes
Ordnance Survey	1964 - 1970	A warehouse has been constructed to the west of Little Neville, near the station.
Ordnance Survey	1981	No significant changes

3.4 Historic Environment Background

3.4.1 Records review

Records from the West Yorkshire Archaeology Advisory Service (WYAAS) Historic Environment Record (HER) and The National Monuments Record (NMR) were consulted for records of Heritage Assets within 500m surrounding the main site and a 250m area around the Water Lane Site. The HER holds details of monuments, findspots, historic structures and the results of archaeological fieldwork and is the primary available source of heritage information. The results of the search are summarised in Appendix A and all Listed Buildings and Heritage Assets have been assigned a Mott MacDonald reference (MM number) which will be used as the site reference. The sites have are represented graphically in Figure 16 in Volume III of this ES.

3.4.2 Prehistoric

The information for prehistoric material within the study area is limited to one record of a Neolithic stone axe found in the river gravels in Hunslet Lane (MM64). The West Yorkshire Archaeology Advisory Service HER reports this find as being uncertain though because there is no modern record of the find.

3.4.3 Roman

There is evidence of three sites attributed to the Roman period. The course of the Roman road from Manchester to Thorner (MM 39) is projected through the study area and a Roman ford crossing the River Aire was found by labourers in 1819 (MM19). However, there is no material evidence to date the age of the ford and there has been no physical evidence of a Roman road; the course has been projected south-west to north-east connecting Whitehall Road to York Road, and the course through central Leeds is unclear.

The third Roman site is the possible Roman fort in Camp Field (MM 22). The evidence is similarly unclear and based only upon place name and cartographic evidence. An archaeological evaluation in Camp Field (MM23) failed to identify any Roman evidence.

3.4.4 Early Medieval

There are no known sites recorded that are dated to the early medieval period, though a pre-conquest settlement at Leeds is recorded (MM21). The Venerable Bede's Ecclesiastical History written in AD 730 documented the county of Loidis, which became Leodis and subsequently Ledes in Domesday Book, therefore identifying the potential place-name origins, though this refers to a district and not a specific place or site.

3.4.5 Medieval

The study area around the LSSE site and Water Lane has identified 7 medieval sites. Water Lane is located near the core of medieval Leeds and approximately 200m west of the site was the location of the chantry chapel of St. Mary the Virgin. The chapel was in existence from 1376 but is now demolished. To the north of the River Aire is the site of Leeds manor, an alleged medieval castle (MM20). The castle site is now bounded approximately by Mill Hill, Bishopgate Street, Queens Hotel and Boar Lane and associated buildings were recorded on the castle site until the late 19th century. The remains of a medieval watermill (MM32) were discovered during an excavation approximately 200m east of the site. The watermill was sealed beneath post-medieval structures and is thought to date to the 12th century. The station is located within the area of Leeds medieval core (MM21) and the town boundary and evidence of medieval agricultural practices were identified at Camp Field (MM22). The final site is that of High Dam which is now located under Leeds Station, north of the site, on the River Aire. The dam was recorded as early as *c*.1500 but is possibly older.

3.4.6 Post-medieval

There are 17 listed buildings within 500m of the LSSE site dating to the post-medieval period (16th - 19th century), three of which are Grade II*, the remainder all Grade II. In addition to the listed buildings there are 16 other sites dating to the post-medieval period. The site is located within the post-medieval urban core of Leeds (MM21) and the HER entries are indicative of the site's nature, largely relating to industrial or commercial buildings. The earliest entry is Camp Mill which was in the 18th century (MM38), the remaining entries comprise of a late 19th century office (MM24) on Neville Street, a brick built factory at 89 Watery lane (MM26) built between 1850 and 1866 and later extended in 1890, a two-storey brick-built warehouse at 24-26 Canal Wharf built between 1866 and 1890 (MM34), workshops at 12-13 Sovereign Street built 1866 – 1890 (MM31), a three-storey brick building at 4 front row built in the late 19th century (MM29),and a textile mill at Water Hall Mill also built in the late 19th century (MM36).

There are 15 listed buildings of post medieval date recorded within 250m of the Water Lane site. These are all grade two and include the Leeds Bridge (MM45) and the Leeds Bridge House (MM46) which are located north east of the site. The majority of the sites are industrial in nature. The main Listed Building of interest is 2 Water Lane (MM53). This building is located approximately 10-20m north west of the structure which is planned to be dismantled for the construction of the delivery and barge loading site. The buildings are similar in style and likely to date from the same period. 2 Water Lane is recorded as an early 19th century Warehouse with an ashlar ground floor and brick above, the building was converted into offices in 1989.

There have been two sites revealed within 500m of the main LSSE site by archaeological investigation: evidence of a post-medieval structure was found above a medieval water mill during an archaeological excavation (MM32) approximately 200m east of the site and a building and cellars dated to the 19th century were uncovered in excavations in Camp Field (MM23) approximately 100m south east of the site. There have been 4 sites revealed by archaeological investigation within the 250m study area of the Water Lane site. A total of three watching briefs and one evaluation revealed some evidence for post medieval material but no significant archaeology.

The Aire and Calder Navigation (MM40) was authorised in 1699 to make the two rivers navigable for trade. Cuts were constructed creating a new channel in the River Aire, covering the site location, and by 1700 boats were able to reach Leeds Bridge. The Leeds and Liverpool Canal (MM41) was completed in 1816, this was the single longest canal in Britain built by a single company and connects with the River Aire *c*. 200m south of the station. Canalisation had a significant influence on the industrial nature of the area which

can be seen in the number of wharfs and industrials sites represented in cartographic data. Cartographic evidence also shows that a ford crossed the River Aire from Sandford Street to the south of Pepper Wear during the early 19th century (MM44).

An 1865 act for the construction of a new railway line resulted in the Marsh Lane and Leeds Junction Line which opened in 1869 (MM42). At the same time, New Station and City Station were built upon viaducts and bridges (MM30). The railway bridge over Neville Street and the Dark Arches (MM25) are part of this development.

3.4.7 Modern

There are two Listed Buildings and five sites of a modern date (post- 1901) within the study area. The Listed Buildings are the Grade II Odeon Cinema (MM9) built between 1930 and 1932 and located approximately 250m south east of the site, and the Grade II Listed, post-medieval crane (MM6) was re-set into its current location 200m south-west of the station between 1906 and 1916. The other sites are not Listed Buildings. In 1902, a four-storey L-shaped building was constructed at 93 Water Lane (MM27) and in 1904 the Kirkgate Market was built as part of a road widening scheme for Vicar Lane (MM33) and Hope Mill was built in 1935-6 (MM37). On Water Lane, there was also a three-storey brick and steel framed printing press factory (MM28) dating from the mid to late 1930s; further data regarding the Water Lane site is still awaited.

3.4.8 Site setting

In a review of the townscape of the LSSE (Mott MacDonald 2011, C), the visual envelope of construction works and the proposed LSSE was identified (see the Townscape and Visual Amentiy Technical Appendix in Volume II of this ES). The following sites were identified within this area as being potentially visually impacted during the construction phase and/or operational phase of LSSE:

- Canal Wharf Conservation Area;
- Leeds City Centre Conservation Area;
- Holbeck Conservation Area;
- River lock and retaining walls to the River Aire, Grade II* Listed Building (MM2);
- Canal Wharf, Grade II* Listed Building (MM10);
- Victoria Bridge, Grade II Listed building (MM15); and
- Dark Arches over the River Aire, Heritage Asset (MM25 and MM30).

3.4.9 Site survey

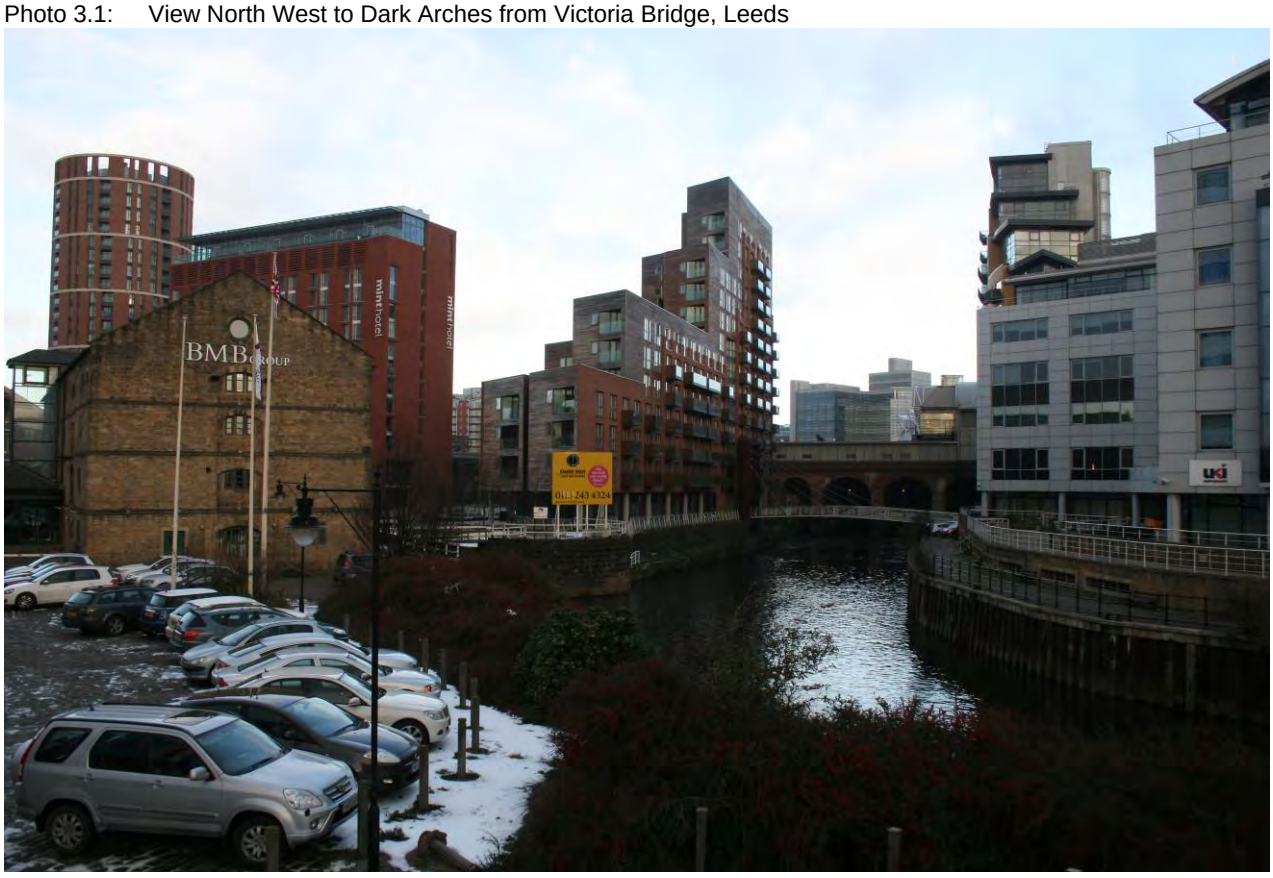
A site survey was conducted on the 7th February 2012 by an archaeologist from Mott MacDonald to assess potential direct and indirect impacts of the proposed scheme. The LSSE main site (including Dark Neville Street), Water Lane and Little Neville Street including the work areas, site offices and barge loading sites were all assessed, these are described in more detail below:

3.4.9.1 Southern entrance site and work areas

The LSSE main site, located to the north of the Canal Wharf Conservation Area, is largely screened from the canal by the surrounding buildings such as the modern developments at Granary Wharf, the Hilton Hotel, Blue Apartments and UKI Partnership building. The historic character of the Canal Wharf Conservation Area is focused on the Canal and its immediate surroundings including a number of Listed Buildings including historic cranes (MM6, MM8, MM12), warehouse (MM10), lock and retaining walls (MM1, MM2). The LSSE is located to the north of the canal and will therefore not obscure the views of the Canal Wharf Conservation Area.

The proposed scheme is flanked by two high-rise modern developments on the east and west banks of the River Aire, constructed largely in modern brick and glass as shown in Photo 3.1 below. These buildings will provide partial screening for a crane site whether on the east or west bank. These buildings do not form part of the historic character of the Canal Wharf Conservation Area. The wider area has a number of modern developments which compromise the historic character creating a modern townscape. The present railway station structure on top of the Dark Arches is constructed from grey metal panels with small windows which differs in building material and design to the Dark Arches and the Listed Buildings in the Canal Wharf Conservation Area. As the overall setting of this part of the Conservation Area has been severely compromised by modern development, further development is unlikely to further detract from the setting of the historic structures in this area.

Photo 3.1: View North West to Dark Arches from Victoria Bridge, Leeds



Source: Mott MacDonald

The construction of LSSE will include creating a pedestrian zone on Little Neville Street and Dark Neville Street to improve access and enhance the public realm. There will also be a satellite compound behind the Blue Apartments affecting the same area during the construction phase. The current use includes access to car parking and vehicle loading areas. The road surface comprises of 'basalt setts' laid diagonally, they are of good quality and add to the character of the area (Photo 3.2 and Photo 3.3). The lane is screened from surrounding views by the surrounding high rise buildings. The 'basalt sett' surface stops abruptly at the rear of the Hilton Hotel (Photo 3.3).

Photo 3.2: View west of Little Neville Street

Source: Mott MacDonald

Photo 3.3: View north, Little Neville Street leading to Dark Arches

Source: Mott MacDonald

3.4.9.2 Site offices behind Candle House

The site offices are to be located to the west of the main site behind Candle House. The site is located to the north of the Canal Wharf Conservation Area and opposite the Holbeck Conservation Area as shown in Figure 16 in Volume III of this ES. During the site visit access to the selected compound was not possible but the visual impact was assessed. The chosen area of the site offices is in an area surrounded by a high wall (Photo 3.4) that will provide sufficient screening to mitigate any visual impact caused by the temporary location of the site offices on surrounding Conservation Areas.

Photo 3.4: View north west to wall surrounding site offices at Office Lock

Source: Mott MacDonald

3.4.9.3 Water Lane barge loading site

The site is located to the east of the main site and is located on the southern embankment of the River Aire in the south of the Leeds City Centre Conservation Area. The site is occupied by the remains of a structure (Photo 3.6 and Photo 3.7). These remains consist of an archway and the lower wall of a structure that resembles the Grade II Listed building (MM53) to the east (Photo 3.5). There are no wall or foundations visible on the western face of the structure (Photo 3.7). The internal space of the structure is raised approximately 0.5m above the street level on the east.

Photo 3.5: View north to 2 Water Lane

Source: Mott MacDonald

Photo 3.6: View north to Water Lane site

Source: Mott MacDonald

Photo 3.7: View east towards the structure remains at Water Lane

Source: Mott MacDonald

4. Works Affecting Historic Environment

4.1 Construction Phase

The construction phase of the LSSE works, which could impact the historic environment, include the following :

- groundworks associated with the Water Lane site;
- temporary visual impact on the setting of Conservation Areas and Listed Buildings by construction work areas, and construction compounds;
- potential physical impact to the Dark Arches viaducts from the installation of steelwork into the structure and installation of hoarding;
- changing the historic character of Little Neville Street by removing the current road surface of basalt setts.
- the crane requirements for the construction of LSSE mean that either a self erecting crane on the west bank or a tower crane on the east bank of the River Aire would be required. They will both have a temporary visual impact on the Canal Wharf Conservation Area.

4.2 Operational Phase

There have been physical impacts to the historic environment associated with the operational phase of the LSSE. The LSSE will have a lasting visual impact affecting the following Listed Buildings, Conservation Area and heritage assets;

- the Canal Wharf Conservation Area;
- the Canal Wharf, Grade II* Listed Building;
- the River Lock and retaining walls, Grade II* Listed Building;
- Victoria Bridge, Grade II Listed Building;
- the Dark Arches, Heritage Asset; and
- the road surface of Little Neville Street.

5. Mitigation & Prediction of Effects

5.1 Introduction

This chapter outlines the effects on the historic environment which are predicted to occur during both the construction and operation phases of the scheme following implementation of incorporated mitigation (i.e. mitigation that is inherent to the scheme and that the client is committed to undertaking).

5.2 Construction Phase

5.2.1 Incorporated Mitigation

5.2.1.1 Water Lane Delivery and Barge Loading Site

The existing structure at Water Lane will require the archway structure and low level wall to be dismantled and the ground levelled for the barge loading site. As incorporated mitigation the structure will be reinstated at the final stage of the construction works. This reinstatement has been requested by the Conservation Officer at LCC following consultation undertaken in February 2012 (see correspondence in Appendix B1). The Conservation Officer from LCC will be supplied with a method statement, which will be subject to LCC approval, detailing the dismantling and reinstatement works. The method statement will be provided by the Construction Contractor prior to the commencement of the dismantling works.

Conservation Area Consent will be applied for, as part of the TWAO application, for dismantling and levelling the structure at Water Lane. The guidance provided by the Circular 01/01: Arrangements for handling heritage applications – notifications and directions by the Secretary of State Section 31(b) (Department for Communities and Local Government, 2001) outlines that because the structure is over 1m in height it is subject to Section 74 of the Town and Country Planning Act 1990 where “A building in a conservation area shall not be demolished without consent of the appropriate authority”.

Consultation with WYAAS was undertaken in February 2012, who advised that no archaeological mitigation will be required for the levelling of the structure at Water Lane so long as ground disturbance is not over a wide area and to a depth greater than 0.5m. (see correspondence in Appendix B3)

5.2.1.2 Site compounds, working areas and crane location

Consultation with the Conservation Officer from LCC was undertaken in September 2011 to assess the requirement for Conservation Area Consent for the impact the construction works would have on the Canal Wharf Conservation Area. The temporary nature of the construction phase means that Conservation Area Consent will not be required. The construction compounds and work areas will be screened by solid hoarding reducing the visual impact and controlling dust and little from the works.

The tower crane option on the east bank of the River Aire would have the most significant visual impact on the Conservation Area for the duration of the construction phase. The option of a self erecting crane on the west bank of the River Aire would be preferable because it can be dismantled at night reducing the visual effect.

5.2.1.3 Little Neville Street

The development will involve the removal of the basalt setts from Little Neville Street for the construction of a pedestrian zone allowing greater access and improvements to public realm. To mitigate the loss of the road surface the basalt setts will be retained and incorporated into the design of the shared space pedestrian zone as a trim. In order to retain the historic character the basalt setts will, where possible, be laid diagonally as they currently are. An indicative layout of the public realm improvements on Little Neville Street is shown in Figure 11 in Volume III of this ES.

5.2.2 Predicted Effects

5.2.2.1 Direct Effects

The assessment of the direct effect to the Water Lane site includes the incorporated mitigation outlined in Section 5.2.1.1. The dismantled structure will be reinstated during the final stage of the construction works therefore preserving the structure. The temporary effect of dismantling the structure at Water Lane has therefore been assessed as negligible. It has also been identified that there will be a limited amount of physical impact on the structure of the Dark Arches (MM25 and MM30) caused by the construction of LSSE.

The removal of the basalt sett road surface on Little Neville Street is necessary for the public realm improvements required for pedestrian access to the eastern side of LSSE. The incorporated mitigation outlined in Section 5.2.1.3 will retain an element of the historic character of the road surface but the road surface will not be reinstated as it currently is. Therefore the impact will be moderate adverse. The direct effects of the proposed development during construction on the historic environment are summarised in Table 5.1.

Table 5.1: Assessment of direct construction effects to the historic environment

MM Number	Description	Importance	Magnitude	Significance
MM2	River Lock and retaining walls to river Aire, Grade II* Listed Building	High	Nil	Not Significant
MM10	Canal Wharf, Grade II* Listed Building	High	Nil	Not Significant
MM15	Victoria Bridge, Grade II Listed Building	Medium	Nil	Not Significant
MM25 and MM30	Dark Arches over the River Aire, Heritage Asset	Low	Low Adverse	Not Significant
Not applicable	Water Lane barge loading site	Low	Negligible	Not Significant
Not applicable	Little Neville Street (Basalt Setts)	Low	Moderate Adverse	**Significant**

5.2.2.2 Indirect (Visual) Impacts

The Canal Wharf, Leeds City Centre and Holbeck Conservation Areas and the grade II* listed Canal Wharf (MM10) and Grade II Victoria Bridge (MM15) and Grade II* River lock and retaining walls to the River Aire (MM2) have all been identified as receptors of potential indirect impacts. The temporary nature of the effects during the construction phase (from the crane, scaffolding etc.) has been assessed as having a negligible effect on the Listed Buildings and Conservation Areas. The use of a self erecting crane on the

west bank of the River Aire would be preferable because it can be dismantled at night reducing the visual effect. The reinstatement of the structure at Water Lane at the end of the construction phase will result in an imperceptible effect on the Leeds City Centre Conservation Area and is therefore not significant. An assessment of the indirect effects during construction is given in Table 5.2 below.

Table 5.2: Assessment of indirect construction effects to the historic environment

Heritage Asset	Description	Value	Magnitude	Significance
Canal Wharf	Conservation Area	Medium	Imperceptible/ None	Not Significant
Leeds City Centre	Conservation Area	Medium	Imperceptible/ None	Not Significant
Holbeck	Conservation Area	Medium	Imperceptible/ None	Not Significant
River Lock and retaining walls to river Aire (MM2)	Grade II* Listed Building	Medium	Imperceptible/ None	Not Significant
Canal Wharf (MM10)	Grade II* Listed Building	Medium	Imperceptible/ None	Not Significant
Victoria Bridge (MM15)	Grade II Listed Building	Medium	Imperceptible/ None	Not Significant
Dark Arches over the River Aire (MM25 and MM30)	Heritage Asset	Low	Imperceptible/ None	Not Significant

5.3 Operational Phase

5.3.1 Incorporated Mitigation

There will be a direct impact caused by the removal of the current road surface (basalt setts) on Little Neville Street. The urban realm designs will retain an element of the historic character by incorporating the basalt setts as a trim on the façade of the Hilton Hotel, Blue Apartments and Dark Arches whilst renewing the street surface. An indicative layout of the public realm improvements on Little Neville Street is shown in Figure 11 in Volume III of this ES. The design aims to enhance the appearance of Little Neville Street incorporating modern ideas whilst maintaining an element of the historic character resulting in improved lighting, journey ambience, public realm and personal safety.

Once completed, LSSE will have no further physical impact on the historic environment. The construction compounds, crane site and barge loading area will be reinstated after the construction phase. The reinstatement of the structure at Water Lane will require a method statement to be agreed with the conservation officer from Leeds City Council. Therefore no further mitigation measures will be required for the historic environment during the operational phase.

5.3.2 Predicted Effects

5.3.2.1 Direct effects

The high quality design of the proposed scheme is likely to have a beneficial effect on the Canal Wharf Conservation Area. No further mitigation beyond the design of the development and the incorporation of the basalt setts at Little Neville Street has been deemed necessary. Assessments of the direct operational effects are given in Table 5.3 below.

Table 5.3: Assessment of direct operational effects to the historic environment

MM Number	Description	Importance	Magnitude	Significance
MM2	River Lock and retaining walls to river Aire, Grade II* Listed Building	High	Nil	Not Significant
MM10	Canal Wharf, Grade II* Listed Building	High	Nil	Not Significant
MM15	Victoria Bridge, Grade II Listed Building	Medium	Nil	Not Significant
MM25 and MM30	Dark Arches over the River Aire, Heritage Asset	Low	Nil	Not Significant
Not applicable	Little Neville Street (Basalt Setts)	Low	Low Adverse	Not Significant

5.3.2.2 Indirect (visual) Effects

The proposed scheme will have a permanent visual effect on the Dark Arches Heritage Asset and has been assessed as minor adverse. Whilst the new entrance building is not in keeping with the historic nature of the canal, it is not located within the main view of the Canal Wharf Conservation Area. LSSE will be complimentary to the modern high rise buildings such as the Hilton Hotel, Blue Apartments, Waterman's Place Apartments, UKI Partnership building and those on Granary Wharf which form part of the current townscape. The high quality design of the proposed scheme has been assessed as an improvement resulting in a minor beneficial effect on the overall setting of Canal Wharf including the Dark Arches.

Table 5.4: Assessment of indirect operational effects to heritage assets in study are

Heritage Asset	Description	Value	Magnitude	Significance
Canal Wharf	Conservation Area	Medium	Low beneficial	**Significant**
River Lock and retaining walls to river Aire (MM2)	Grade II* Listed Building	Medium	Imperceptible/ None	Not Significant
Canal Wharf (MM10)	Grade II* Listed Building	Medium	Imperceptible/ None	Not Significant
Victoria Bridge (MM15)	Grade II Listed Building	Medium	Imperceptible/ None	Not Significant
Dark Arches over the River Aire (MM25 and MM30)	Heritage Asset	Low	Low adverse	Not Significant
Little Neville Street	Basalt sett road surface	Low	Low adverse	Not Significant

6. Significant Residual Effects

6.1 Significant Residual Effects

6.1.1 Introduction

This section provides a summary of the residual effects on the historic environment which remain after implementation of incorporated mitigation and are considered to be significant in terms of the assessment methodology presented in Chapter 2. The effects can be either adverse or beneficial. Significant effects have been identified where the magnitude of the effect has been considered in conjunction with the value of the asset as detailed in Table 2.4. The assessment of the direct and indirect effects in Section 5.2 and 5.3 has identified two significant residual effects as a result of the proposed scheme.

6.1.2 Construction

6.1.2.1 Direct

There will be a significant effect from removing the current basalt sett road surface on Little Neville Street. As part of the public realm improvement proposals a shared space pedestrian zone will be created on Little Neville Street, requiring the removal and replacement of the basalt setts with asphalt and paving. The incorporated mitigation (as set out in Section 5.2.1.3) will retain an element of the historic character of the road surface but the road surface will not be reinstated as it currently is. Therefore the impact will on the heritage asset will be moderate adverse. The current road surface is of low value and the necessity of creating improvements to the public realm and overall setting justify the adverse significant residual effect.

6.1.2.2 Indirect

There are no significant indirect effects predicted during the construction phase.

6.1.3 Operational Phase

6.1.3.1 Direct

There are no direct significant effects predicted during the operational phase.

6.1.3.2 Indirect

Once completed, LSSE will have a significant beneficial effect within the Canal Wharf Conservation Area. As outlined in Section 5.3.2.2 the high quality, striking design of the proposed scheme has been assessed as an improvement resulting in a minor beneficial effect on the overall setting including the Dark Arches.

6.2 Supplementary Mitigation

The Dark Arches are a 19th Century viaduct built with the expansion of the Leeds railway station between 1865 and 1869. The structure does not have designated protection and will be retained as part of the development but the addition of the LSSE will significantly alter the structure and its setting. It would therefore be an act of best practice to record the structure in its current state as a form of supplementary mitigation. This would involve the production of a report that would record the structure with methods such

as sketching, photography, surveying and electronic distance measurement. The construction contractor could request this service from a local heritage interest group prior to the commencement of the construction works. This report would then be stored in the local records office, historic environment records office or local museum in order to preserve the structures original form by record.

6.3 Compliance with Planning Policy

The proposed mitigation complies with The Ancient Monuments and Archaeological Areas Act 1979, The Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and the Leeds Local Plan.

A method statement for the dismantling, levelling and reinstatement of the site at Water Lane will be provided to the Leeds City Conservation Officer in compliance with Policy N20 of the Leeds Unitary Development (Section 1.3.3.1). There are no relevant Conservation Area appraisals to inform development control decisions for the LSSE in compliance with Policy N22 (Section 1.3.3.1). Therefore the Conservation Officer for Leeds City Council has been consulted for all developments impacting conservation areas.

7. References

Department for Communities and Local Government. 2001. Circular 01/01: Arrangements for handling heritage applications – notification and directions by the Secretary of State

Faber Maunsell AECOM 2009. Leeds Station Southern Station: Archaeological Report Document No.: 690092600/1009

Institute for Archaeologists 2008. Standards and Guidance for Desk-Based Assessments

Mott MacDonald 2011. Leeds Station Southern Entrance: EIA Scoping Report (see Appendix A in the Main Statement – Volume I of this ES)

Mott MacDonald 2012. Leeds Station Southern Entrance: Heritage Statement (included in Volume IV of this ES)

Mott MacDonald 2012. Leeds Station Southern Entrance: Townscape and Visual Amenity Technical Appendix (included in Volume II of this ES)

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Appendix A. Heritage Assets Table

Main Site Listed Buildings

MM Number	Grid Reference	Record Number	Description	Period
1	SE 29789 33055	465746	Listed Building Grade II. Retaining walls to canal from lock number 1 to bridge 226 including 2 graving docks.	Post-Medieval
2	SE 29847 33043	465742	Listed Buildings Grade II*. River Lock and retaining walls to River Aire.	Post-Medieval
3	SE 29648 33060	465739	Listed Building Grade II. Basin Lock to west of bridge 226 on Leeds and Liverpool Canal.	Post-Medieval
4	SE 29656 33044	SE 23 SE 143, 465728	Listed building Grade II. 16-18 Canal Wharf. A group of two-storey brick cottages, now forming two houses. Built between 1847 and 1915.	Post-Medieval
5	SE 29658 32910	465675	Listed building Grade II. 97 Water Lane Leeds.	Post-Medieval
6	SE 29740 33110	SE 23 SE 212, 465740	Listed Building Grade II. Canal Wharf Crane. Crane of cast-iron with a timber jib built in 1847. Reset in its present position between 1906 and 1916.	Post-Medieval, Modern
7	SE 29800 33200	SE 23 SE 287, 465883	Listed Building Grade II. Leeds Central Station. Station concourse and ticket office of the London, Midland and Scottish Railway, opened in 1846, altered in 1931 and 1970.	Post-Medieval
8	SE 29770 33050	SE 23 SW 26, 465741	Listed Building Grade II. Canal Wharf Crane. Crane on wharf side of Leeds and Liverpool Canal.	Post-Medieval
9	SE 30000 33000	SE 33 NW 49	Listed Building Grade II. Odeon Cinema. A cinema with shops that was built between 1930 and 1932. The exterior was designed as part of The Headrow development by Sir Reginald Blomfield.	Modern
10	SE 29840 33030	SE 23 SE 146, 465731	Listed Building Grade II*. 27 Canal Wharf. A four-storey, stone-built warehouse. Built in 1776 to the design of Robert Owen. There is a later two-storey addition to the west which dates from 1866-90.	Post-Medieval
11	SE 29664 33046	SE 23 SE 144, SE 23 SE 10	Listed Building Grade II. Canal office for the Leeds and Liverpool canal. A two-room building of one storey and basement. Built of ashlar in the first half of the 19th century. It was used as the headquarters of the Leeds and Liverpool Canal in the 1770s.	Post-Medieval
12	SE 29770 33050	SE 23 SE 152	Listed Building Grade II. Crane Canal Wharf. Canalside crane, early 19th century.	Post-Medieval
13	SE 29670 33060	SE 23 SE 141	Listed Building Grade II. Canal Lock Canal Wharf. Late 18th-early 19th century, single lock. Constructed of dressed millstone grit..	Post-Medieval
14	SE 29670 33060	SE 23 SE 142, 465738	Listed Building Grade II. Road Bridge Canal Wharf. Canal Bridge Number 226, built 1770-1777. The bridge has a single segmental arch and is constructed of ashlar.	Post-Medieval
15	SE 29940 33010	SE 23 SE 52, 466100	Listed Building Grade II. Victoria Bridge. Single span road bridge built of stone, dated 1837-9.	Post-Medieval
16	SE 29500 33000	6819, SE 23 SE 109,	Two Listed Buildings Grade II and one Listed Building Grade II* Tower Works on	Post-Medieval

MM Number	Grid Reference	Record Number	Description	Period
		465095, 489688, 465092	Globe Road. The remains of a brass foundry/pin manufactory originally founded by T.R. Harding in 1864. A large amount of the building was demolished in the 1980s. The original frontage of the building remains as well as several smaller buildings. A boiler house chimney of 1864 known as the Verona Tower, built to design of Thomas Shaw and based on the Lamberti tower in Verona is also on the site.	
17	SE 29500 38200	6091	Listed Building Grade II. Round Foundry (latterly the Victoria foundry), Holbeck, Leeds. Several pieces of engineering artefacts ranging from hydraulic, railway and machine tool machinery, to Iron working sites.	Post-Medieval
18	SE 29800 33250	5102	Listed Building Grade II. Railway engineering workshop and engine shed. Found on the maintenance yard of the Leeds and Thirsk Railway.	Post-Medieval

Main Site Heritage Assets

MM Number	Grid Reference	Record Number	Description	Period
19	SE 30410 33190	2122	Roman ford. Exposed by labourers in May 1819 on Dock Street. Exact point is unknown and much of the evidence appears to be implied.	Roman
20	SE 29900 33360	2282, SE 23 SE 5	Site of Leeds Manor (site) alleged castle. It lay to the north of the river and mill leat and west of the new borough of 1207 on the land now bounded approximately by Mill Hill, Bishopgate Street, Queens Hotel and Boar Lane. A timber house was seen on maps of 1560 and a fine house continued on the site till the late 19th century.	Medieval
21	SE 30000 33000	6023	Group record of the urban core of medieval (and earlier/later) Leeds – including Parish Church and conjectural area of pre-Conquest settlement, medieval planned town, chapels, bridges, mill, manor house etc.	Early Medieval, Medieval and Post-Medieval
22	SE 29800 32800	6053	An area known as Camp Field. Consisting of an area of a possible Roman fort, medieval agriculture and township boundary.	Roman and Medieval
23	SE 29900 32900	7684	An evaluation excavation was carried out on a site close to a field known as Camp Field, thought to be a Roman Fort. No evidence of this was detected though a building and cellars of 19th century date were uncovered.	Post-Medieval
24	SE 29935 33090	SE 23 SE 37	25 Neville Street. Late 19th century office on the corner of the Victoria Coal Wharf.	Post-Medieval
25	SE 29960 33190	SE 23 SE 41	Railway Bridge Neville Street. Railway bridge of 1865-1869 date, including the Dark Arches over the River Aire.	Post-Medieval
26	SE 29710 32910	SE 23 SE 54	89 Water Lane. Factory, built between 1850 and 1866, the building had been extended to the rear by 1890. The buildings are of brick and of two-storeys but are different heights.	Post-Medieval
27	SE 29690 32900	SE 23 SE 55	93 Water Lane. L-shaped building of utilitarian design, four-storeys and dated 1902.	Modern
28	SE 29800 32980	SE 23 SE 71	Building Water Lane. Three-storey brick and steel-framed printing press factory dating from the mid to late 1930s.	Modern

MM Number	Grid Reference	Record Number	Description	Period
29	SE 29910 32920	SE 23 SE 77	4 Front Row. Three-storey brick building of late 19th century date. The ground floor space is now occupied by shops and it is not known if this was the original function of the building.	Post-Medieval
30	SE 30340 33300	SE 33 SW 72	New Station, railway viaduct and bridges, including that associated with supporting City Station. Mostly dating from 1865-1869.	Post-Medieval
31	SE 30030 33100	SE 33 SW 87	12-13 Sovereign Street workshops, 1866-1890.	Post-Medieval
32	SE 30000 33100	SE 33 SW 406	Remains of a medieval and later watermill, possibly the King's, located by excavation.	Medieval and Post-Medieval
33	SE 30000 33000	SE 33 SW 430	The Kirkgate Market. Built circa 1904 as part of the road – widening scheme for Vicar Lane.	Post-Medieval
34	SE 29730 33040	SE 23 SE 145	24-26 Canal Wharf. Two-storey brick-built warehouse, constructed between 1866 and 1890.	Post-Medieval
35	SE 29740 33110	SE 23 SE 151	Late 19th century 20th century crane.	Modern
36	SE 29750 32980	SE 23 SE 260	Water Hall Mill. Textile mill built in the mid-late 19th century.	Post-Medieval
37	SE 29850 32950	SE 23 SE 271	Hope Mills, formerly known as Water Lane Mills. Textile mill built in 1835-6.	Post-Medieval
38	SE 29970 32950	SE 23 SE 274	Camp Hall. Textile mill built in the 18th century.	Post-Medieval
39	SE 83490 97560	LINEAR 630	Roman Road running from Manchester to Thorner.	Roman
40	SE 29860 33030	LINEAR 746	Aire and Calder Navigation. In 1699 authorization was granted to make the Aire to Leeds and the Calder to Wakefield navigable. By 1700, the engineer, John Hardley had constructed cuts on the Aire that allowed boats to reach Leeds Bridge from Knottingley and by 1702 barges were able to trade up the Calder to Wakefield.	Post-Medieval
41	SE 30000 34000 to SE 37000 91000	LINEAR 710	The Leeds and Liverpool Canal. The longest single canal in Britain built by a single company. The construction began in 1770, with the first section completed between Bingley and Skipton in 1777. It was fully completed by 1816.	Post-Medieval
42	SE 29000 33000	LINEAR 1413	Marsh Lane and Leeds Junction Line. It was not until 1865 that an act was obtained to create a line between the Leeds and Selby Railway and the Leeds junction outside Leeds Central Station, thus establishing an East-West through route. The line opened in 1869.	Post-Medieval
43	SE 29810 33220	Historic Mapping	High Dam on the River Aire, later known as the Pepper Wear. Now situated underneath the Leeds central Train Station. Shown on c. 1500 map of Leeds	Medieval
44	SE 29830 33180	Historic Mapping	Ford crossing the Aire from Sandford Street, to the south of the Pepper Wear. Shown on Giles Map of 1815.	Post-Medieval

Water Lane Listed buildings

MM Number	Grid Reference	Record Number	Description	Period
45	SE 30327 33060	465885	Listed Building Grade II. BRIDGE HOUSE	Post Medieval
46	SE 30279 33165	465558	Listed Building Grade II. LEEDS BRIDGE	Post Medieval
47	SE 30345 33105	466238	Listed Building Grade II. No name for this Entry	Post Medieval
48	SE 30410 33130	466241	Listed Building Grade II. No name for this Entry	Post Medieval
49	SE 30355 33105	466239	Listed Building Grade II. No name for this Entry	Post Medieval
50	SE 30432 33140	466242	Listed Building Grade II. RIVERSIDE HOUSE	Post Medieval
51	SE 30257 33057	466049	Listed Building Grade II. OLD RED LION PUBLIC HOUSE	Post Medieval
52	SE 30232 33246	465570	Listed Building Grade II. No name for this Entry	Post Medieval
53	SE 30231 33062	465674	Listed Building Grade II. 2 Water Lane, early 19th century Warehouse	Post Medieval
54	SE 30115 33049	465334	Listed Building Grade II. Victoria MILLS EAST AND NORTH EAST RANGES	Post Medieval
55	SE 30219 33249	465497	Listed Building Grade II. No name for this Entry	Post Medieval
56	SE 30308 33146	465554	Listed Building Grade II. No name for this Entry	Post Medieval
57	SE 30336 32982	465881	Listed Building Grade II. SALEM UNITED REFORMED CHURCH	Post Medieval
58	SE 30338 33102	465886	Listed Building Grade II. THE ADELPHI PUBLIC HOUSE	Post Medieval
59	SE 30318 33156	466245	Listed Building Grade II. SIMPSONS FOLD WAREHOUSE	Post Medieval

Water Lane Heritage Assets

MM Number	Grid Reference	Record Number	Description	Period
60	SE 3035 3311	10710	Nos. 8-18 Dock Street, Group of early-18th century merchants' houses, part of the late17th/early18th century expansion of Leeds south of the River Aire.	Post Medieval
61	SE 3034 3314	10711	Historic building recording of four structures at Dock Street/Bridge End (historically known as Simpson Fold), prior to their demolition	Post Medieval
62	SE 3025 3305	3538	Conjectural line of Roman Road 712. Course partially coincident with township and parish boundaries at eastern end. Destroyed by modern development.	Roman
63	SE 3026 3301	5041	Original terminus, near Leeds Bridge, of the Middleton Railway	Post Medieval
64	SE 3030 3290	5824	Stone axe, found 14 ft. down in river gravel in Hunslet Lane	Neolithic
65	SE 3000 3300	6023	Group record for the urban core of medieval (and earlier/later) Leeds - including Parish Church and conjectural area of pre-Conquest settlement, medieval planned town, chapels, bridges, mill, manor house etc	Medieval
66	SE 3026 3322	6024	Site of chantry chapel of St Mary the Virgin, of which the last priest d.1565. It was in	Medieval

MM Number	Grid Reference	Record Number	Description	Period
			existence 1376 and after the Dissolution was used as a school until 1728 when it was again converted to warehouse use. Now demolished.	
67	SE 3030 3320	6117	Site of battle of Leeds fought 23/1/1643 when the city was attacked and taken by the Parliamentarians	Post Medieval
68	SE 3020 3290	6175	Coultate's Tannery. Congregationalist Chapel built in 1758 and converted to tannery by 1817. Demolished 1971, and now overbuilt by Tetley's Brewery.	Post Medieval
69	SE 3041 3315	6437	Early 19th century house on the north side of Dock Street, Leeds. Chiefly of interest for its place in the grouping of domestic and industrial premises, largely early, which line both sides of the street.	Post Medieval
70	SE 3042 3313	6438	Group of domestic buildings and mills/warehousing, of C18 date, on the south side of Dock Street, Leeds. All of the buildings are within the Conservation Area. 8-18 are unlisted.	Post Medieval
71	SE 3020 3310	6541	Watching brief on the site of late-19th-century buildings at Bridge End and Leeds, Dec. 1992. No significant archaeological deposits were found during an earlier trial excavation, comprising one trial trench 2m x 1m x 2m deep, in the car park in May 1992.	Post Medieval
72	SE 3014 3323	7362	A watching brief was carried out by WYAS between 7th and 9th September 1998 during ground works prior to construction at Blayds Court, Swinegate, Leeds. The watching brief revealed successive layers of debris, demolition and brick built foundation trenches overlaying a probable 17th century ditch cut into river gravels.	Post Medieval
73	SE 3033 3314	7480	An evaluation was carried out by AOC Archaeology Group between 3rd and 7th April 2000 prior to development of a site at Dock Street, Leeds.	Post Medieval
74	SE 3010 3320	7508	A 19th century furnace and coke burner found during a watching brief (PRN 7362) by WYAS in September 1998.	Post Medieval
75	SE 3023 3325	10622	Nos. 3-5 Briggate. Former house, now shops and store-rooms, built in the early 18th century, but altered during both the 19th and 20th centuries.	Post medieval - Modern
76	SE 3027 3309	10627	Nos. 36-44 Bridge End. Group of five shops with 3-storey domestic accommodation above (partially converted to offices as of 1996).	Post Medieval
77	SE 3020 3328	10629	Viaduct Hotel and Commerical Court, Briggate. The Viaduct Hotel consists of two brick-built ranges, a front range parallel with Briggate and a rear range running back at right-angles, forming the northern side of Commercial Court.	Post Medieval
78	SE 3042 3327	10635	Building recording undertaken by Field Archaeology Specialist Ltd (FAS) on Nos. 2-30 The Calls, as well as the Mission Hall located to the south during August and September 2003, in advance of the redevelopment of the site. The buildings recorded ranged in date from the late 18th century to the early 20th century.	Post Medieval

Appendix B. Correspondence

Email regarding Water Lane

Hello James

Thanks for the further information which makes the provenance of the arch and wall clear. The question of whether conservation area consent is required revolves around whether the structure is a building or a means of enclosure. It is probably the latter, in which case consent is not required. But it desirable to keep it. If it cannot be retained in situ, then its demolition should be mitigated by rebuilding it - at least the arch part of it. Please provide a method statement of how this would be done.

I don't think there is a need of a site visit.

Regards

-----Original Message-----
From: Sugrue, James J [mailto:James.Sugrue@mottmac.com]
Sent: 02 February 2012 15:28
To: Ward, Philip
Cc: Parker, Nicola A; Norman, Andrew
Subject: LSSE Water Lane

Dear Phil,

I have attached a memo that outlines the work proposed for the construction of the Leeds Southern Station Entrance barge loading area at Water Lane and construction drawings for the site. Could you please advise if any mitigation measures or conservation consent will be required for the arch and walls to be dismantled?

If you feel that an on site visit with myself and our engineering team is no longer necessary and we can continue discussions via email please let me know, otherwise could you confirm and on site meeting at 11:30am Tues 7th February?

If you have any questions feel free to contact me.

Regards,

James Sugrue
Graduate Archaeologist
Mott MacDonald
Demeter House
Station Road
Cambridge
CB1 2RS
UK

Tel: +44(0)1223 463474
Email: james.sugrue@mottmac.com

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Email regarding Little Neville Street (A) – Response from Leeds City Council Conservation Officer

Hello James

I can confirm that the removal of the setts will not require conservation area consent. The related question is: does this require planning permission? If their removal (allied to other civil engineering works) constitutes an engineering operation the answer is "yes". I've copied this email to Chris Briggs in planning services to comment on this

-----Original Message-----
From: Sugrue, James J
Sent: 09 February 2012 10:36
To: Ward, Philip
Subject: Leeds Station Southern Entrance

Dear Phil,

As part of the proposed development of Leeds Station Southern Entrance we discussed proposals to removal of the basalt setts to create a pedestrian zone on Little Neville Street. The proposals include re-using the basalt setts to frame the area, details of the design can be found on the drawing attached.

Following our conversation yesterday can you confirm in an email that although the border of the Canal Wharf Conservation Area runs through the centre of Little Neville Street, Conservation Area Consent will not be required for the removal of the basalt setts.

Please feel free to ask any further questions

Kind regards

James Sugrue
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Email regarding Little Neville Street (B) – Response from Leeds City Council Planning Officer

Planning permission would not be required if the works are by the Highways Authority on the public highway Thanks Chris

Chris Briggs
Planning Services | Central Area
Leeds City Council
Tel. 0113 2476611
www.leeds.gov.uk/planning

-----Original Message-----
From: Ward, Philip
Sent: 09 February 2012 12:01
To: Sugrue, James J
Cc: Briggs, Chris
Subject: RE: Leeds Station Southern Entrance

Hello James

I can confirm that the removal of the setts will not require conservation area consent. The related question is: does this require planning permission? If their removal (allied to other civil engineering works) constitutes an engineering operation the answer is "yes". I've copied this email to Chris Briggs in planning services to comment on this

-----Original Message-----
From: Sugrue, James J [mailto:James.Sugrue@mottmac.com]
Sent: 09 February 2012 10:36
To: Ward, Philip
Subject: Leeds Station Southern Entrance

Dear Phil,

As part of the proposed development of Leeds Station Southern Entrance we discussed proposals to removal of the basalt setts to create a pedestrian zone on Little Neville Street. The proposals include re-using the basalt setts to frame the area, details of the design can be found on the drawing attached.

Following our conversation yesterday can you confirm in an email that although the border of the Canal Wharf Conservation Area runs through the centre of Little Neville Street, Conservation Area Consent will not be required for the removal of the basalt setts.

Please feel free to ask any further questions

Kind regards

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Email regarding archaeological work at Water Lane

Received: 21/02/2012

Dear James,

I have checked the Historic Environment Record, 1840s tithe map, 19th century Ordnance Survey maps and listed buildings records held by the West Yorkshire historic Environment Record.

Your riverside location is as you state within the ground floor of a warehouse. A building is show here on the 1830s -1840s tithe map. From the 18th century Leeds Bridge marked the western terminus of the Aire and Calder Navigation and the eastern end of the Leeds Liverpool Canal. The area was known for its warehouses. The fragmentary remains located on the site Aire not considered worthy further record although I will add the photographs you supplied to the Historic Environment Record.

The records we hold for the immediate area of your works compound relate to the possible site of a Roman ford crossing the Aire and the south-west continuation of Roman Road 712 to Manchester (PRN 3122 and 3538), a possible location for a Saxon burial ground is suggested by evidence uncovered during the building of a Wesleyan Chapel on Meadow Lane in 1816 (now the multi-storey car park to the west of your site) (PRN 2322). There has also been the the chance retrieval of human bones from an abandoned Quaker burial ground located to the south west (PRN 3442).

Unless you are planning to disturb the ground over a wide area and to a depth greater than 0.5m in either location I do not think any archaeological attendance is necessary.

Best wishes
David Hunter
Senior Archaeological Officer