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**PLANS PANEL (CITY CENTRE)**

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Meeting to be held in the Civic Hall, Leeds on  
Thursday, 12th April, 2012  
at 1.30 pm

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**MEMBERSHIP**

**Councillors**

B Selby (Chair)	M Hamilton	G Latty	A Blackburn
G Driver	C Campbell	A Castle	
S Hamilton			
J Jarosz			
J McKenna			
E Nash			

# A G E N D A

Item No	Ward	Item Not Open		Page No
1			<p><b>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</b></p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded)</p> <p>(*In accordance with Procedure Rule 25, written notice of an appeal must be received by the Head of Governance Services at least 24 hours before the meeting)</p>	
2			<p><b>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</b></p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p><b>RESOLVED –</b> That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p> <p><b>No exempt items or information have been identified on the agenda</b></p>	

Item No	Ward	Item Not Open		Page No
3			<p><b>LATE ITEMS</b></p> <p>To identify items which have been admitted to the agenda by the Chair for consideration</p> <p>(The special circumstances shall be specified in the minutes)</p>	
4			<p><b>DECLARATIONS OF INTEREST</b></p> <p>To declare any personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct</p>	
5			<p><b>APOLOGIES FOR ABSENCE</b></p>	
6			<p><b>MINUTES</b></p> <p>To approve the minutes of the following meetings as a correct record:</p> <ul style="list-style-type: none"> <li>a) 8<sup>th</sup> March 2012</li> <li>b) 15<sup>th</sup> March 2012</li> </ul> <p>(Copies attached)</p>	3 - 16
7	City and Hunslet		<p><b>APPLICATION 12/00152/FU - PROPOSED 21 STOREY BLOCK OF STUDENT FLATS, CALVERLEY STREET AND WOODHOUSE LANE, LEEDS</b></p> <p>To consider a report of the Chief Planning Officer on an application for a proposed 21 Storey Block of Student Flats, Calverley Street and Woodhouse Lane, Leeds.</p> <p>(Report attached)</p>	17 - 32

Item No	Ward	Item Not Open		Page No
8	City and Hunslet		<p><b>PRE-APPLICATION PRESENTATION - CURRENT POSITION OF THE TRINITY SCHEME AND UPDATE IN RESPECT OF PUBLIC ART, THE USE OF DIGITAL MEDIA AND NEW RETAIL/CATERING OFFICER</b></p> <p>To consider a report of he Chief Planning Officer and receive a pre- application presentation on the current position of the Trinity Scheme and Update in Respect of Public Art, The Use of Digital Media and New Retail/Catering Officer.</p> <p><i>This is a pre-application presentation and no formal decision on the development will be taken, however it is an opportunity for Panel Members to ask questions, raise issues, seek clarification and comment on the proposals at this stage. There is no opportunity for public speaking about the proposals outlined in the presentation.</i></p> <p>(Report attached)</p>	33 - 36
9	City and Hunslet		<p><b>PRE-APPLICATION PRESENTATION - PRE APP 11/00711 - RESIDENTIAL DEVELOPMENT UP TO 15 STOREYS HIGH FOR 625 APARTMENTS AND ANCILLARY GROUND FLOOR 'ACTIVITY' USES</b></p> <p>To consider a report of the Chief Planning Officer and receive a pre-application presentation on residential development up to 15 storeys high for 625 Apartments and Ancillary Ground Floor 'Activity' Uses at Globe Road and Whitehall Road, Leeds.</p> <p><i>This is a pre-application presentation and no formal decision on the development will be taken, however it is an opportunity for Panel Members to ask questions, raise issues, seek clarification and comment on the proposals at this stage. There is no opportunity for public speaking about the proposals outlined in the presentation.</i></p> <p>(Report attached)</p>	37 - 40

Item No	Ward	Item Not Open		Page No
10			<b>DATE AND TIME OF NEXT MEETINGS</b>  To note the dates and times of future meetings as Thursday 10 <sup>th</sup> May and Thursday 7 <sup>th</sup> June 2012 at 1.30 pm.	

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To:  
Plans Panel City Centre Members  
and appropriate Ward Members

**Chief Executive's Department**  
Governance Services  
4<sup>th</sup> Floor West  
Civic Hall  
Leeds LS1 1UR

Contact: Stuart Robinson  
Tel: 0113 247 4360  
Fax: 0113 395 1599  
Stuart.robinson@leeds.gov.uk  
Your reference:  
Our reference: ccpp/sitevisit/  
2<sup>nd</sup> April 2012

Dear Councillor

**PLANS PANEL CITY CENTRE – THURSDAY 12<sup>th</sup> APRIL 2012 AT 1.30 PM**

Prior to the meeting on Thursday 12<sup>th</sup> April 2012 there will be site visits in respect of the following:

10:00am – Application 12/00152/FU – Student Cluster Flats, Calverley Street and  
10:40am Woodhouse Lane

11:00 am – Pre-Application – Trinity Scheme  
12 noon (N.B. Members will need to wear site safety equipment which will be  
provided on site)

Panel Members are requested to meet in the Civic Hall ante-chamber for 9.55am, in readiness for a 10.00 am start. No transport will be provided as it is intended to walk to the two sites in question. Please could you let Daljit Singh know (24 78010) if you will be attending the site visits.

The formal Panel meeting will commence at 1.30 pm as usual.

Yours sincerely

**Stuart Robinson**  
**Governance Services**

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# Public Document Pack Agenda Item 6

## Plans Panel (City Centre)

Thursday, 8th March, 2012

**PRESENT:** Councillor B Selby in the Chair

Councillors G Driver, S Hamilton, J Jarosz,  
J McKenna, E Nash, M Hamilton,  
C Campbell, G Latty, A Castle and  
A Blackburn

**58 Chairs Opening Remarks**

The Chair welcomed all present to this additional meeting and short introductions were made

**59 Pre-application Presentation - Formation of student flats (501 beds in 77 clusters) at 27 Burley Road, Woodhouse (Pre-App/11/00577)**

This presentation was withdrawn from the agenda prior to the meeting as the developer had indicated that the application would not be progressed

**60 Declarations of Interest**

The following Members declared personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct:

Councillors Campbell, Nash and Selby – Update on the First White Cloth Hall – declared personal interests as members of English Heritage which had been involved in the work to progress the reclamation project from the beginning. (minute 63 refers)

Councillor Castle - Update on the First White Cloth Hall – declared a personal interest as a member of Leeds Civic Trust as the Civic Trust had commented on the proposals (minute 63 refers)

**61 Minutes**

**RESOLVED** – That the minutes of the meeting held 16<sup>th</sup> February 2012 be agreed as a correct record

**62 Local Development Framework (LDF) Core Strategy Publication Document**

The Panel considered the report of the Director of City Development on the broad scope and content of the Local Development Framework (LDF) Core Strategy. The document had been considered and approved for public consultation by Executive Board. The consultation period would close on 12 April 2012.

(Councillor A Blackburn joined the meeting)

The Head of Forward Planning & Implementation explained the Core Strategy (CS) would be an overarching policy document for the whole city, recognising the importance of local character and distinctiveness but having regard to the

projected population growth for Leeds and the impact this would have on housing, employment, and development. The CS would not set targets or identify sites – these would be drawn out in subsequent Plans.

(Councillor Hamilton joined the meeting)

The Team Leader, Policy identified the city wide policies equally applicable to the area falling within the remit of the City Centre Panel. The main themes of policies CC1, CC2 and CC3 specific to the area were discussed and the Panel made the following comments:

- The need to discuss the concept of city centre living and what constitutes a viable, accessible and sustainable residential area
- The need to incorporate usable open space into the long term policy, whilst recognising that some residential developments would also benefit from provision of more manageable smaller green spaces
- Policy CC1 should specifically reference the facilities a sustainable residential site requires – services/healthcare/schools
- The need to adapt to the changing nature of city centre living which now includes families rather than the young professional singles/couples originally envisaged and consider residential styles appropriate to the space available whilst ensuring that space presents a sense of place too
- The need to discuss the “no car” condition previously promoted for city centre residential developments and the impact this has had on long term residents
- Support for the development of an overall “town plan” approach and recognition of the difference between city centre, urban and suburban living
- Support for the proposed hierarchy of office space promoted near to the transport hub
- The impact of the existing road and transport networks on developments in the city. Future residential developments would afford the Authority the opportunity to review the network from a resident’s perspective.

The Chair concluded by encouraging all members to respond to the consultation

**RESOLVED** – To note the contents of the report and the comments made by the Panel

### **63 First White Cloth Hall**

Further to minute 42 of the meeting held 24<sup>th</sup> November 2011, the Chief Planning Officer submitted a further report on the progress being made to restore the First White Cloth Hall, Lower Kirkgate.

The Conservation Officer confirmed that the Authority had received “approval in principle” for the £1.5m funding bid from the Heritage Lottery Fund (HLF) for the Kirkgate restoration works; with £0.5m being ring fenced for works to the First White Cloth Hall (FWCH). A financial viability study was being undertaken by the site owner and the final detailed bid would be submitted to the HLF before the end of April 2012.

Members commented on the training and employment issues outlined in the report and noted that liaison with Leeds College of Building had begun to provide opportunities for work and skills experience to apprentices.

The Panel also held a wider discussion on historic buildings at risk across Leeds and the need to establish a mechanism to ensure that the circumstances of the decline of the FWCH are not repeated. Members agreed that this issue should be taken up by the next joint meeting of the East, West and City Centre Plans Panels to include information on those listed buildings which were a cause for concern and in a state of disrepair.

**RESOLVED –**

- a) To note the contents of the report and the work progressing to repair the First White Cloth Hall
- b) To note the intention to present a further report to Panel in June/July 2012
- c) To request a report be presented to the next joint meeting of the East, West and City Centre Plans Panels on those listed buildings in Leeds on the “Buildings at Risk Register”

**64 Date and time of next meeting**

Members noted the arrangements and advice relating to attendance at the next Panel meeting which will deal with city centre car parking applications.

**RESOLVED** - To note the dates of future meetings as: 15<sup>th</sup> March 2012; 12<sup>th</sup> April 2012; 10<sup>th</sup> May 2012 and 7<sup>th</sup> June 2012

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# Public Document Pack

## Plans Panel (City Centre)

Thursday, 15th March, 2012

**PRESENT:** Councillor B Selby in the Chair

Councillors G Driver, S Hamilton, J Jarosz,  
J McKenna, E Nash, M Hamilton,  
C Campbell, G Latty, A Castle and  
A Blackburn

- 65 Exempt Information - Possible Exclusion of the Press and Public**  
**RESOLVED** – That the public be excluded from the meeting during consideration of information arising in discussions at minute 69 as it is deemed likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information so designated in terms of Access to Information Procedure Rule 10.4 (5) on the grounds that disclosure of the information to be discussed could undermine current and/or proposed legal proceedings
- 66 Late Items**  
There were no formal late items of business
- 67 Declarations of Interest**  
The following Members declared personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct:  
Minute 68 – applications for long stay commuter car parks  
Councillor Jarosz – stated that her son attended Leeds College of Building which was very close to the Skinner Lane site (Application 11/05310/FU) although it was noted that this was not strictly a personal interest in terms of the Members Register of Interests  
  
Councillor Castle – declared a personal interest as a member of Leeds Civic Trust in relation to the Midland Mills site (Application 11/04259/FU), as the Civic Trust had commented on the proposals  
  
Additionally, Councillor G Latty stated that in 2010, he had written a letter arguing with the principle of closing the city centre car parks; however he would review the applications with an open mind and determine each on its own merits
- 68 Applications for Long Stay Commuter Car Parks**  
The Chief Planning Officer submitted a report on 16 applications relating to the provision of city centre commuter car parking. The report also addressed the purpose and status of the City Centre Commuter Car Parking Policy (CCCCP Policy) and how this had been applied as a material consideration in the assessment of each of the applications.

Members had regard to the CCCCPC policy which set out the basis for granting consent to applications for a maximum of 3,200 temporary commuter car parking spaces within the city centre core and fringe car parking areas for a period of 5 years. The submitted applications totalled 4568 spaces. Members were therefore aware of the assessment criteria and the competing nature of the 16 applications before them

The Head of Planning Services outlined the procedure to be adopted for this Panel meeting and stated that of the 4568 spaces proposed in the applications, 3391 were currently in use. The applications had been assessed on their merits in line with the Policy. It was noted that the cap of 3200 spaces had been reached taking the comments of the Highways Authority regarding highways safety and the capacity of the strategic highway network into account.

The Legal Adviser reminded Members that a comparative assessment of each of the applications was required and therefore it was essential that all Members remained in the meeting throughout in order to have any part in the necessary voting

The Area Planning Manager, Central Area Team, set out the relevant policies within the Unitary Development Plan and presented the background to the introduction of the CCCCPC strategy. Executive Board had agreed the CCCCPC Policy and the criteria by which to assess any applications as stated in Appendix 1. A team including officers from the Highways Authority and Leeds City Council (landscaping, highways and planning) had carried out a comparative assessment of each application and had ranked them in order of those that best met the preference criteria as shown in Appendix 3. This showed that the 11 highest scoring applications were recommended for approval, the remaining 5 lowest scoring applications were recommended for refusal. It was noted that the total recommended for approval would still exceed the cap – but by a marginal number (18 spaces)

Members paused at this point to consider the policy framework for the decision making and discussed the following:

- Any one of the 16 applications would be considered acceptable providing they were within the cap of 3200 as the Highways Authority did not consider any proposal to have an adverse impact on the strategic highway network.
- The difference between the strategic highways network (Highways Agency) and the input of the local highways authority (LCC) regarding local highway network issues.
- The assessment criteria and the weighting given to some criteria. Some Members commented that public safety (in terms of lighting/CCTV/natural surveillance) and biodiversity were of equal importance to the highways assessment
- Noted that Executive Board could not have predicted that all applications received would relate to city centre sites when setting the criteria which afforded city centre sites a maximum score of 10.
- The Area Planning Manager stated that due to the unusual comparative assessment procedure, it had not been appropriate to negotiate

improvements to the submissions in this instance (as Panel would normally expect officers to do). Applicants had been encouraged to present the best application they could in the context of the criteria agreed by Executive Board. If negotiations had followed, the LPA would have lost the ability to differentiate between the applications for the purposes of the comparative assessment process

- Generally, any applications approved today would be expected to be implemented within 3 months

The Panel then moved on to deal with each application in turn and received a presentation on each from the relevant planning officer. Site plans, photographs and architects impressions where appropriate were displayed for each of the applications and it should be noted that the Panel had conducted a site visit to all sites prior to the meeting:

11/02640/FU Wellington Place (North) (recommendation to approve) – an amendment to paragraph 6.0 was required to correct the date the site notice was posted to 27 July 2011. No comments had been received, however as the site boundary had expanded, this was now regarded as a “major” application and the recommendation for approval required amendment to “defer and delegate final approval subject to the expiry of the advertisement period”. Additionally, as this was a retrospective application, officers requested amendments to the following conditions:

Condition 6 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission

Condition 7 details of the Flood Risk Management Plan – details of the Plan to be required within 3 months of the grant of permission

Condition 8 relating to oil and petrol interceptor to include “unless otherwise agreed in writing by the local Planning Authority”. No comments were made.

10/04358/FU Wellington Place (South) (recommendation to approve) – As the site boundary had expanded, this was now regarded as a “major” application and the recommendation for approval required amendment to “defer and delegate final approval subject to the expiry of the advertisement period”. Additionally, as this was a retrospective application, officers requested amendments to the following conditions:

Condition 6 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission

Condition 7 details of the Flood Risk Management Plan – details of the Plan to be required within 3 months of the grant of permission

Condition 8 relating to oil and petrol interceptor to include “unless otherwise agreed in writing by the local Planning Authority”. No comments made

11/05031/FU Former Carlsberg/Tetley, Hunslet Lane (recommendation to approve) – noted that grant of permission would be dependant on completion of Section 106 agreement with regard to the 10 year lease; and to control the timing and delivery of the art hub, including a schedule of the necessary fitting out works. Officers also stated that a further condition would be added to give a 10 year consent for the proposed art hub in order to provide greater assurance for the operator. Members commented on the landscaping

scheme, the location of the short stay car parking, the management of the art hub, the treatment of the revealed eastern elevation and suggested that pedestrian access should provide connectivity along Hunslet Road to the City Centre after the car park is closed

11/05281/FU City One', Sweet Street/Meadow Road (recommendation to approve) – site currently in operation, landscape scheme, public art and marketing materials were proposed. Amendments were required to the following conditions:

Condition 3(d) and 3(h) relating to landscaping works – deletion of reference to public art and advertisements respectively

Condition 5 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission.

Condition 6 relating to oil and petrol interceptor to include “unless otherwise agreed in writing by the local Planning Authority”.

Also an additional condition was proposed to control the details of the proposed public art. Members commented on the public art.

10/04375/FU Whitehall Riverside (recommendation to approve) - officers requested amendments to the following conditions;

Condition 6 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission

Condition 7 details of the Flood Risk Management Plan – details of the Plan to be required within 3 months of the grant of permission

Condition 8 relating to oil and petrol interceptor to include “unless otherwise agreed in writing by the local Planning Authority”. No comments were made.

11/05310/FU Skinner Lane (recommendation to approve) - officers requested amendments to Condition 3 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission.

Members commented on the site layout once parking spaces had been properly marked out and the species of trees proposed within the landscaping scheme which could be dealt with in the detail of the scheme

11/05218/FU Globe Road (A); 11/05216/FU Globe Road (E) & 11/05215/FU Globe Road (C) (recommendation to approve) - officers requested amendments to the following conditions:

Condition 5 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission

Condition 6 details of the Flood Risk Management Plan – details of the Plan to be required within 3 months of the grant of permission

Condition 7 relating to oil and petrol interceptor to include “unless otherwise agreed in writing by the local Planning Authority.

Members commented that (C) was not currently operating and expressed concern that permission could be granted for a scheme that would not later be implemented. Officers advised that sites (A) and (B) currently attracted commuter car parking, so it was likely that the applicant would operate (C) as proposed in the application.



One Member reiterated earlier discussions on the weighting given to the biodiversity and safety of car park users.

11/04259/FU Midland Mills, Water Lane (recommendation to approve) - officers requested amendments to the following conditions:

Condition 5 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission

Condition 6 details of the Flood Risk Management Plan – details of the Plan to be required within 3 months of the grant of permission

Condition 7 relating to oil and petrol interceptor to include “unless otherwise agreed in writing by the local Planning Authority

Officers reported that the treatment to the palisade fencing would be dealt with through detailed discussions. No comments were made.

11/05238/FU Ingram Street (recommendation to approve) and 11/05239/FU Ingram Row (recommendation to refuse) – a drawing of the fencing and landscaping scheme proposed to the site boundaries was displayed. Officers requested amendments to the following conditions:

Condition 3 scheme of surface water drainage works – details of the scheme to be required within 3 months of the grant of permission

Condition 4 details of the Flood Risk Management Plan – details of the Plan to be required within 3 months of the grant of permission

Members noted that both schemes had scored the same against the criteria, with Ingram Street taking the total number of car parking spaces slightly over the 3200 space limit and Ingram Row falling just within the 3200 space limit but that it was recommended to approve Ingram Street and that Ingram Row was proposed to be refused. Members also noted a shelter in situ on the Ingram Street site and discussed whether this was a bus or smoking shelter. It was reported that this site was contracted for use by Asda staff and that the provision of the shelter may be related to this use but it did not form part of the planning proposals for the site.

11/05225/FU Former Doncaster Monkbridge, Whitehall Road (recommendation to refuse) – Officers commented that this application missed an opportunity to address landscaping and pedestrian access. The contents of a letter received on 14 March 2012 from Indigo Planning on behalf of the applicant disagreeing with the assessment of the scheme were read out at the meeting. No comments were made.

11/05214/FU Globe Road (Car Park B) (recommendation to refuse) – Officers highlighted the isolated nature of the site, the lack of lighting, CCTV and significant planting. No comments were made.

11/05220/FU Globe Road (D) (recommendation to refuse) – officers highlighted the security issues related to the continued use of the former warehouse building as a car park. No comments were made.

10/01420/FU Globe Rd/Whitehall Road (recommendation to refuse) – officers highlighted the conflict between the access point to this site and the access to

the Latitude development across the road; Also insufficient detail had been submitted to properly assess the arrangements. No comments were made.

Having noted the contents of the officer presentations, Members considered the representations from the following speakers:

11/05031/FU Former Carlsberg/Tetley, Hunslet Lane

Dr A Beaumont addressed the Panel on concerns relating to the level of consultation undertaken with existing and adjacent site owners/users, land ownership and access rights, safety, security and traffic flow along Hunslet Road. He was also concerned over the impact on the Grade II listed Salem Chapel adjacent to the proposed park area in terms of potential damage from ball games.

Mr Bickers, on behalf of the applicant, then advised on the consultation and media campaign undertaken, the land ownership claim and he suggested that the overall proposals for the Art Hub/Car Park would reduce the amount of traffic past Salem Chapel compared with when the Brewery was in use. Members discussed issues of security, land ownership and the proposed public route along Hunslet Road. The Panel commented that this route should be open longer than the car park as it would be used to access the city centre at all hours. Mr Bickers confirmed that it was proposed to be open 06:00 to 00:00.

11/05239/FU Ingram Row

Mr J Brunt, applicants' representative, made submissions in respect of the applicants' continued commitment to develop both the Ingram Row and Ingram Street sites. He confirmed that the Ingram Street site was let exclusively to Asda. He suggested that refusal of Ingram Row would prevent improvements being made to safety and pedestrian access and would lead to additional cars travelling further into the city to park. He also generally argued against the principal of restricting car parking spaces as this encouraged unregulated "pop-up" car parks.

11/05225/FU Former Doncaster Monkbridge site

Mr Crolla, the applicants' representative, addressed the Panel on his concern that the weighting of the policy preference criteria had not been subject to detailed consultation with third parties and had not been agreed by Members. He urged the Panel to consider each application on its own merits and not have regard to the 3200 cap; and highlighted the public art, public space and car sharing benefits of this scheme.

11/05220/FU Globe Road (D)

Mr Irving addressed the security concerns previously raised and outlined the use of a key fob to operate the security gates. He requested the matter be deferred to allow Members time to undertake a site visit where security measures could be viewed

10/01420/FU Globe Rd/Whitehall Road

The applicants, Ms Khan and Ms Aka, addressed the Panel on the planning history of the site and the steps they had previously taken to ensure the site

could operate as a car park. Members heard that Planning Services had confirmed in an email in 2008 that the site could operate as a car park and the applicants had therefore signed a lease which would expire in 2013. Since then, enforcement action had been commenced and a previous planning application for car park use had been refused. Officers had discussed the position with the applicants so that they were clear of their position in planning law.

Members discussed the information as presented. Ms Aka read the contents of the email from Planning Services dated 19 November 2008 as requested by Panel.

The Panel expressed concern over this particular aspect of the proceedings and requested that the public be excluded in order that the legal implications of this matter be discussed

**RESOLVED** – To exclude the public

**69 Closed Session (10.4 (5))**

**RESOLVED** –

- a) To note the legal advice provided and subsequent discussions and
- b) To re-open the meeting to the general public and consider the applications in public

**70 Applications for long stay commuter car parks**

The Panel reconvened the meeting in public. Members confirmed that the applications would be determined as submitted, having regard to the Policy and the 3200 cap as set by Executive Board.

Members considered first whether they agreed with the assessment of those applications recommended for refusal. There was general support for the assessment of the Ingram Row site to be re-considered at this point in the proceedings. Members were aware that by permitting this application in addition to the others recommended for approval the cap of 3200 would be exceeded by 243 car parking spaces; and therefore one scheme mooted for approval may need to be reconsidered.

The Panel received legal advice on the assessment process undertaken by officers for each application and the need for Members to make a final decision on the comparative merits of each of the 16 applications taking into account the officer assessments and all material considerations.

Members noted the support for the reconsideration of the Ingram Row application and considered the fairest approach would be to take a view of the assessments of those applications which had scored slightly higher. Members supported the assessments of Ingram Street and Midland Mills but noted the comments made regarding Globe Road (C) which had a low score against the “safety” criteria. The Panel discussed the merits of this scheme in detail, after which general support remained for this application

For clarity the Head of Planning Services suggested that the number of spaces per site should be included within the conditions for each permission granted to prevent block parking and over use of the site

The Panel then moved to consider the recommendations for each application in turn and

**RESOLVED** – That the contents of the report and its appendices be noted and be taken into account during consideration of the individual applications and

a) That the following applications be determined as follows:

- i. 11/02640/FU Wellington Place (North) – deferred and delegated to the Chief Planning Officer for final approval subject to the expiry of the advertisement period
- ii. 10/04358/FU Wellington Place (South) - deferred and delegated to the Chief Planning Officer for final approval subject to the expiry of the advertisement period
- iii. 11/05031/FU Former Carlsberg Tetley, Hunslet Lane – approved subject to the completion of a section 106 agreement and the conditions set out in the submitted report and as updated at Panel

b) That the following applications be approved as per the recommendations and conditions set out in the submitted reports and subject to any necessary amendments to conditions identified by officers at the Panel meeting:

- i. 11/05281/FU City One', Sweet Street/Meadow Road
- ii. 10/04375/FU Whitehall Riverside
- iii. 11/05310/FU Skinner Lane
- iv. 11/05218/FU Globe Road (A)
- v. 11/05216/FU Globe Road (E)
- vi. 11/05215/FU Globe Road (C)
- vii. 11/04259/FU Midland Mills, Water Lane
- viii. 11/05238/FU Ingram Street

c) 11/05239/FU Ingram Row – that the officer recommendation to refuse the application be not agreed. Members noted the officer recommendation had been made having regard to the policy and cap on spaces however felt that the proposals for this car park had merit, but would provide 225 spaces above the cap. Members therefore agreed with the suggestion to defer determination of this application in order to allow time to seek the comments of the Highways Agency and the Council's transport policy section on the impact of exceeding the cap and the implications for the assessment process and request a further report on this application be presented to the April or May Panel meeting

d) That the following applications be refused for the reasons set out in the submitted reports:

- i. 11/05225/FU Former Doncaster Monkbridge, Whitehall Road
- ii. 11/05214/FU Globe Road (Car Park B)
- iii. 11/05220/FU Globe Road (D)
- iv. 10/01420/FU Globe Rd/Whitehall Road

e) That one additional condition to limit the number of car parking spaces on site (in the interests of highways safety and to prevent block parking) be included on those applications granted permission in a) and b) above

**71 Date and time of next meeting**

**RESOLVED** – To note the date and time of the next meeting as Thursday 12<sup>th</sup> April 2012 at 1.30 pm

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Originator: Tim Hart

Tel: 3952083

## Report of the Chief Planning Officer

### PLANS PANEL CITY CENTRE

Date: 12<sup>th</sup> APRIL 2012

**Subject: PROPOSED 21 STOREY BLOCK OF STUDENT FLATS, CALVERLEY STREET AND WOODHOUSE LANE, LEEDS (REF/12/00152/FU).**

APPLICANT	DATE VALID	TARGET DATE
Downing Property Services	13 <sup>th</sup> January 2012	13 <sup>th</sup> April 2012

#### Electoral Wards Affected:

City and Hunslet

No

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

## RECOMMENDATION:

**DEFER and DELEGATE to the Chief Planning Officer for approval subject to the specified conditions (and any others which he might consider appropriate) and the completion of a Section 106 agreement to include the following obligations; public transport contribution (£21,182); travel plan and monitoring fee (£670); compensation for loss of parking space on Willow Terrace Road (£13,000); accessibility to public areas; protection of a landing point for a Inner Ring Road bridge; occupation of accommodation by full time students only; employment and training initiatives; Section 106 management fee (£1500). In the circumstances where the Section 106 has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Chief Planning Officer.**

#### Conditions

- 1 3 Year Time Limit
- 2 Development to be in accordance with approved plans.
- 3 Notification of Commencement.
- 4 Notification of unexpected significant land contamination and remedial work if found necessary.
- 5 Soil brought to site to be suitable for use.

- 6 Tree protection before commencement
- 7 Schedule of tree works to retained trees.
- 8 Hard and soft landscape details.
- 9 Implementation of hard and soft landscaping.
- 10 Landscape management.
- 11 Replacement of soft landscaping if it is removed, destroyed or dies.
- 12 Details of contractor's storage and parking.
- 13 Details of methods to control dirt, dust and noise during construction.
- 14 Construction hours
- 15 1:20 drawings.
- 16 Details and sample panel of all external facing and surfacing materials.
- 17 Loading space to be provided on Willow Terrace Road before occupation.
- 18 Short and long stay cycle facilities to be provided before occupation.
- 19 Details of method, storage and disposal of litter and refuse.
- 20 BREEAM very good to be achieved and post construction review of sustainability measures..
- 21 Details of drainage.
- 22 Sound insulation scheme to protect residents from noise to a good standard at night.
- 23 Post completion sound test.
- 24 Provision of pedestrian route between Campus Square and Portland Way before occupation.
- 25 Air quality study and mitigation built into scheme if necessary.

### **Reasons for approval:**

The application is considered to comply with Regional Spatial Strategy policies YH1, YH2, YH4, LCR1, ENV5, E2, E3, and T1; and Unitary Development Plan Review policies SA1, SA2, SA7, SA8, SA9, GP5, GP7, GP11, N12, N13, N19, N23, T2, T2D, T5, T6, T7A, R5, A4, CC1, CC3, CC5, and CC27; and the following supplementary guidance : Public Transport Improvements and Developer Contributions, Travel Plan, Building Today for Tomorrow – Sustainable Design and Construction, Leeds City Centre Urban Design Strategy, and the Tall Buildings Design Guide. Having regard to all other material considerations the application is recommended for approval.

## **1.0 INTRODUCTION**

- 1.1 Downing, the developer of Broadcasting Place, acquired the northern half of the Leeds Metropolitan University campus in 2010. The area comprised large, redundant buildings, underused open space and had poor permeability. The first phase of regeneration was considered by Plans Panel in February 2011 (10/05541/FU). Those works are now well advanced.
- 1.2 This application represents the second phase of the developer's masterplan, involving the construction of a new building containing 404 student bedrooms, rising up to 21 storeys in height. The developer's team presented the emerging proposals to Plans Panel on 4<sup>th</sup> August 2011. A summary of comments is included at paragraph 4.2.
- 1.3 The application is brought to Plans Panel as the proposals involve major investment and development of a significant site within the Education Quarter. It is intended to commence development later this year to enable completion in time for student occupation in 2014.



## **2.0 SITE AND SURROUNDINGS**

- 2.1 Leeds Metropolitan University (LMU) city campus is bounded by Calverley Street, Willow Terrace Road, Portland Way, Woodhouse Lane and the Inner Ring Road to the north of the city centre. It is characterised by denser built forms towards the eastern side and a more open setting with generous grassed spaces containing protected trees on the northern and western edges. The southern portion of the site was cleared of redundant educational buildings during 2007/8. Levels fall by more than 10 metres from the northern to southern extremes of the site. The Inner Ring Road is in a cutting along the northern boundary. The earliest buildings on the campus were constructed in the late 1960's to the designs of Yorke, Rosenberg and Mardall Architects. Two of these buildings have been refurbished as part of the first phase of the current development.
- 2.2 The application site comprises land on the north western fringe of the campus between existing buildings and the Inner Ring Road. The land is currently grassed and contains several trees. The area has no formal protection other than for a group Tree Preservation Order that applies to all the trees on the campus. Block G and part of block H have been demolished in advance of works to create a new, level, public space at the heart of the campus which will link directly with the new and enhanced routes across the area.
- 2.3 The surrounding area is mainly characterised by institutional and civic uses. The University of Leeds campus is located directly to the north of the Inner Ring Road. Leeds General Infirmary is across Calverley Street to the west and beyond Portland Way to the south are the Civic Hall and the LMU Rosebowl building. The Dry Dock, greenspace and the Woodhouse Lane multi-storey car park are situated to the east beyond Woodhouse Lane. Broadcasting Place, which rises to 23 storeys, is located north-east of the campus across Woodhouse Lane and the Inner Ring Road.
- 2.4 The campus is located between the University Conservation Area, the City Centre Conservation Area and Queen Square Conservation Area. The Civic Hall is grade II\* listed. Trees around the site are protected by Tree Preservation Order (No.22) 2007.

## **3.0 PROPOSAL**

The application was accompanied by the following documents:

- Transport Assessment
- Travel plan
- Noise assessment
- Wind report
- Design and access statement
- Tree condition survey
- Contaminated land report
- Utility details
- Civil and structural engineering summary report

### **3.1 Building**

- 3.1.1 The proposals involve the construction of a new building on the fourth side of the new public square aligned with the western faces of blocks C and D to the south.

The building would be a maximum of 21 storeys in height and contain 404 student bedrooms. The ground floor of the building contains a common room along with typical building facilities such as a cycle store, laundry room, and a management suite. Entrances to the building would be provided both off the square and the pedestrian route from Woodhouse Lane.

3.1.2 The building comprises four clusters of student accommodation centred on a common core (total length 34 metres). Above ground floor level the central spine of the building would be longer (42 metres) in order to accommodate a 22 bedroom floorplate (two 6 and two 5 bedroom clusters). As a result, these extended parts of the spine would be cantilevered and project further towards the square and the Inner Ring Road than the proposed ground floor footprint. The clusters either side of the spine are slipped to break down the form of the building. These slipped wings are also stepped down 2 and 4 storeys beneath the top storey in the spine. Additional articulation helps legibility of the different elements.

3.1.3 At ground floor level a 6 metre floor to floor height is faced by full height glazing to establish a clear podium to the building. Upper levels of the central spine and wings express the structural and planning grids through a series of punched openings across the elevations. Each opening is framed by a deep aluminium flashing. The openings themselves are divided into thirds; one third glazing and two-thirds aluminium infill panels. Light grey terracotta is used as the facing material on the spine to resonate with the existing Phase 1 buildings whereas grooved dark grey terracotta is proposed as a contrast on the wings. The openings on the top three floors of each block are architecturally grouped to provide a clear termination to the building.

## 3.2 Landscape and public realm

3.2.1 The building is proposed on the fourth side of the square within an existing soft landscaped area. 9 trees would require removal. 47 new replacement trees are distributed around the wider site in mitigation. These include planting in new and existing soft landscaped areas, as well as trees in the proposed public square. In total, the phase 1 and 2 proposals introduce an additional 83 trees with the loss of 18.

3.2.2 Phase 1 of the development brings forward a direct east-west pedestrian route between Woodhouse Lane and Calverley Street. The proposed development enables the completion of the north-south pedestrian route intended to provide direct access from the new tower to Portland Way. Depending on the timing of construction, the termination of the route may potentially be delivered by the proposed hotel development or the current scheme.

## 3.3 Transport and servicing

3.3.1 A Transport Assessment and Travel Plan was agreed for phase 1 of the development. These are used in support of phase 2 and supplemented where appropriate. No additional car parking is provided for as part of the current development. 44 parking spaces were initially approved for Phase 1 of the development (10/05541/FU). A variation to Phase 1 reduced this number to 25 (11/04138/FU). One of the phase 1 car parking spaces will be secured for use by the City Car Club as part of the Phase 2 scheme.

3.3.2 Servicing will take place using an existing access off Willow Terrace Road. One existing Pay and Display space will need removing from the carriageway. The

section 106 agreement includes a requirement for the developer to compensate for the loss of revenue from the space. A sum of £13,000 has been calculated.

3.3.3 The agreed Travel Plan has been updated to take account of Phase 2 proposals. An additional travel plan evaluation fee of £670 is required. The Travel Plan includes a Management Plan demonstrating how vehicles will be managed at the start and end of each academic year. The Travel Plan also identifies timescales for the appointment of a travel plan coordinator, travel surveys, updates to the travel plan and for the review of measures and targets.

3.3.4 Phase 1 of the development identified a total of 177 cycle spaces, distributed around the site and within buildings. An additional 4 cycle stands (8 spaces) will be provided outside the proposed building to secure cycles for short periods. 50 long stay cycle spaces would also be provided at ground floor level of the building. The University of Leeds will be leasing phase 1 of the development and are already promoting the travel plan to potential students.

## **4.0 PLANNING HISTORY**

4.1 Since construction in the late 1960's the wider site remained largely unchanged until the late 1990's when the Leslie Silver building was constructed adjacent to Woodhouse Lane. Following demolition of buildings to the north of the junction of Portland Way and Calverley Street pre-application proposals for the wider site were considered by Plans Panel in March 2008. Downing, the developer of Broadcasting Place on the former BBC site to the north, acquired the northern half of the campus site in 2010.

4.2 Plans Panel considered the application for the first phase of Downing's proposed development across the northern half of the former campus site in February 2011 (10/05541/FU). Those works are now well advanced. Subsequently, Downing's team presented pre-application proposals for a 21 storey student tower on the northern edge of the former campus site to Plans Panel on 4<sup>th</sup> August 2011. Plans Panel commented on the following matters:

- The proximity of the new build to the Inner Ring Road and the need for suitable noise mitigation measures, such as improved landscaping.
- The feeling that the terraced area would not be fully utilised and the preference for improved landscaping to that area instead.
- Concern that those mature trees which are scheduled for removal should be replaced with a variety of trees which will be beneficial to the whole site.
- The need for a substantial compensatory landscaping scheme.

4.3 Planning permission was granted on 30<sup>th</sup> December 2011 for a variation to the phase 1 permission (11/04138/FU). The principal change related to the basement of the proposed new 4 storey building which was originally intended as retained undercroft car parking. The variation involved extending the building down to ground level allowing the provision of an additional 9 bedspaces and landscaping whilst removing 19 car parking spaces.

## **5.0 CONSULTATIONS**

### **5.1 Statutory**

English Heritage (10.2.12) – No statement of significance or a description of impact on heritage assets was incorporated in the submission. The application should be determined in accordance with national and local policy guidance.

Response – a Heritage Statement has now been submitted by the applicant.

## **5.2 Non statutory**

LCC Highway Development Services (24.2.12) – No objections subject to conditions regarding cycle parking provision and compensation of £13,000 for loss of parking space on Willow Terrace Road.

LCC Transport Development Services (7.2.12) – The development will generate a large number of trips, a proportion of which will have to be accommodated on the public transport network. A contribution of £21,182 should be sought towards public transport improvements.

LCC Travelwise (16.3.12) – the travel plan is acceptable subject to a revised plan showing agreed cycle parking arrangements.

Yorkshire Water (22.3.12) – No objection.

LCC Environmental Services (13.3.12) – Monitoring of the local air quality should be undertaken before occupation of the building to determine whether any mitigation is required. Monitoring should continue if the area is declared an Air Quality Management Area. A condition is recommended.

LCC Environmental Protection Team (31.1.12) – If planning permission is granted conditions to ensure that bedrooms experience acceptable noise levels and to require post-completion testing of sound levels are recommended.

LCC Flood Risk Management (27.1.12) – No objections. Conditions recommended to control surface water drainage details.

LCC Contaminated Land Team (27.1.12) – no objections. Conditions recommended.

West Yorkshire Ecology (20.2.12) – No comments to make.

LCC Access (8.2.12) – Revisions required to cycle stand location, access to the building, and step design.

Response – revised plans have been submitted which respond to and overcome these issues.

## **6.0 PUBLIC/LOCAL RESPONSE**

6.1 Site notices advertising the application were erected on Woodhouse Lane and Calverley Street on 27<sup>th</sup> January 2012. The application was also advertised as a Major development in Leeds Weekly News on 16<sup>th</sup> February 2012.

6.2 6 letters of representation have been received in response to the application. Comments received include:

- The building is very wide in one plane and very narrow in the other meaning the elevations look different and the building will look good from some angles and poor from others. A more slender, taller building would be more attractive.
- The east-west profile is mitigated in part by the separate elements and if the building cannot be taller different cladding styles could further break up the squat appearance of the elevations.
- Whilst supporting development of the site if the cladding is to be retained the building should be taller.
- The building is unimaginative. Better design and cladding is required.
- Some subtle colour should be added. There are already too many grey buildings in the city.
- The landscaping and green spaces look fantastic.

A response to these issues is set out in the Appraisal section (9.2).

## **7.0 POLICY**

7.1 Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Regional Spatial Strategy (May 2008) and the Unitary Development Plan Review 2006 (UDPR).

### 7.1 Regional Spatial Strategy

7.1.1 The Regional Spatial Strategy (RSS) sets out the strategic priorities for the region until 2026. A number of the policies in the RSS are relevant to the proposal emphasising the role of Leeds as a regional centre, the need for a quality environment with encouragement to the reuse of previously developed land; the role of city and town centres as the focus for activity; and with a high quality public realm and well designed buildings within a clear framework of routes and spaces (YH1, YH2, YH4).

7.1.2 LCR1 states that the role of Leeds as a regional city should be developed by accommodating significant growth in jobs and homes; connecting disadvantaged communities to job opportunities (B4); and ensuring strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel (D1).

7.1.3 Policy ENV 5 promotes energy efficient buildings. Development, environmental enhancements and accessibility improvements should take place to create a distinctive, attractive and vibrant sense of place and identity for each centre (E2B). Proposals should make use of appropriately located previously developed land (E3).

7.1.4 The Regional Transport Strategy forms part of the RSS. Policy T1 identifies aims for personal travel reduction and modal shift to modes with lower environmental impacts.

### 7.2 Unitary Development Plan Review

7.2.1 The area forms part of the designated Education Quarter in the adopted Unitary Development Plan Review (UDPR). The main objective of the designation is to facilitate the University's main functional requirements on site, enhance its character and reinforce its distinct sense of place, improve linkages with the rest of the city

centre, encourage the provision of extra student housing, and resolve vehicular access and circulation.

The most relevant UDPR policies are:

- SA1 Protect and enhance the quality of the environment.
- SA2 Encourage development in locations that reduce the need for travel.
- SA7 Promotes the physical and economic regeneration of urban land and buildings.
- SA8 Ensure that all the community have safe and easy access to facilities.
- SA9 Promotes the development of the city centre.
  
- GP5 Detailed planning considerations to be resolved
- GP7 Planning obligations
- GP11 Development must meet sustainable design principles
  
- N12 Priorities for urban design
  - i Development should create a series of linked and varied spaces defined by buildings and landscape elements
  - ii New buildings should be of good design,
  - iii Developments should respect the character and scale of buildings and the routes that connect them.
  - iv Movement on foot and bicycle should be encouraged.
  - v Developments should assist people to find their way around.
  - vii Design and facilities should reflect the needs of those with restricted mobility.
  - viii Visual interest should be encouraged.
  - ix Development should be designed to reduce the risk of crime.
  
- N13 All new buildings should be designed to a high quality and have regard to the surroundings. Contemporary design will be welcomed.
- N19 Development within or adjacent to conservation areas should preserve or enhance the character and appearance of the area
- N23 Space around new development should provide a visually attractive setting. Existing features which make a positive contribution should be retained.
- T2 New development to be adequately served by highways and not to materially add to problems of safety, environment or efficiency on the highway network; be capable of being adequately served by public transport; to make adequate provision for cycling
- T2D Developer contributions where public transport accessibility would otherwise be unacceptable.
- T5 Satisfactory safe and secure access for pedestrians and cyclists.
- T6 Provision for people with mobility problems.
- T7A Cycle parking guidelines.
  
- R5 Opportunities will be sought to secure appropriate employment and training associated with construction and operation of the development.
  
- A4 Design of safe and secure environments, including consideration of access arrangements, public space, servicing and maintenance, materials and lighting.

City Centre policies seek to encourage a more vibrant, high quality environment together with enhancement of public spaces with improved access for all. These objectives are expanded in the following policies:

- CC1 Planning obligations in the city centre.
- CC3 Character of the city centre maintained by encouraging good design of buildings and spaces and upgrading the environment.
- CC5 Development in conservation areas or its immediate setting must preserve or enhance the character of the area.
- CC27 Identifies principal use quarters, including the Education Quarter. Proposals for other uses in the quarter will be encouraged which:
  - i Service the quarter
  - ii Add variety in land use and contribute to the vitality of the city centre.
  - iii Support the attractiveness of the area for the principal use.

### 7.3 Supplementary Planning Guidance, other guidance and emerging policy

7.3.1 The Publication Draft of the Core Strategy was issued for public consultation on 28<sup>th</sup> February 2012 with the consultation period closing on 12<sup>th</sup> April 2012. The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. As the Core Strategy is in its early stages of formal consultation only limited weight can be afforded to any relevant policies at this point in time.

#### 7.3.2 Public Transport Improvements and Developer Contributions SPD (August 2008)

The SPD identifies the need for, and scale of, developer contributions in order to bring forward required enhancements to strategic public transport infrastructure in accordance with PPG13, and UDPR.

#### 7.3.3 Travel Plan SPD (draft August 2011)

The SPD identifies the requirement for Travel Plans; advises what type of travel plan is appropriate; what they should include; how they shall be delivered; and how they shall be monitored and enforced.

#### 7.3.4 Building Today for Tomorrow – Sustainable Design and Construction SPD (August 2011)

The SPD identifies the sustainable design and construction standards sought in new developments.

#### 7.3.5 SPG 14 Leeds City Centre Urban Design Strategy (September 2000)

The proposed development falls within the Education Study Area 4 of the design guide. The guide refers to the need to retain and enhance spaces; encourages appropriate ancillary uses at all times of the day and to provide active uses in holiday periods; to realise opportunities for increased soft landscape; to enhance pedestrian movement; to enhance the existing variety of buildings; and to explore the potential for development opportunities over the Inner Ring Road. An improvement to the western gateway to the site is envisaged.

#### 7.3.6 Tall Buildings Design Guide (April 2010)

The document provides guidance on the location, form and appearance of tall buildings.

## 7.4 National Policy

- 7.4.1 Many national planning policy statements including PPS1, PPS4, PPS5 and PPG13 were revoked and replaced by the National Planning Policy Framework (NPPF) on 27<sup>th</sup> March 2012. The NPPF states that unless material considerations indicate otherwise development proposals which accord with the Development Plan should be approved. The framework, which includes guidance regarding building a strong, competitive economy, ensuring the vitality of town centres, promoting sustainable transport, and conserving the historic environment, is a material consideration.

## 8.0 **KEY ISSUES**

1. Principle of development
2. Building and landscape design
3. Sustainability
4. Noise and air quality
5. Wind
6. Equality and diversity
7. Section 106

## 9.0 **APPRAISAL**

### 9.1 Principle of development

- 9.1.1 The site is situated within the city centre and would involve efficient redevelopment of the previously developed land. The use for student accommodation would be entirely in accordance with the objectives identified for the Education Quarter (UDPR policies CC27 and H15A). Enhancements to existing landscaping and improvements to permeability and connectivity would accord with a raft of UDPR policies. Likewise, accessibility would be improved and the development would have a sustainable approach to travel. The proposals accord with the development plan and the principle of development is therefore acceptable.

### 9.2 Building and landscape design

#### Layout

- 9.2.1 When considering the application for Phase 1 Plans Panel was informed that the tight programme for the delivery of the student accommodation did not allow for proposals to be brought forward on the current site at that time. However, the Phase 1 proposals were developed in response to a larger plan for the whole site.
- 9.2.2 The principal masterplan concepts sought to deliver a new public square at the heart of development; to forge new connections between the two halves of the site; to remodel existing buildings; to connect the square to future pedestrian links; to integrate the landscape; to rationalise surface car parking; and to create a four-sided square.
- 9.2.3 The proposed building is located on the northern edge of the square, delineating the fourth side of the square and reinforcing key linkages, such as the new footpath being delivered from Woodhouse Lane close to the northern fringe of the site. At the same time, the development brings forward the completion of a new north-south pedestrian link joining the square with Portland Way to the south. The building aligns with the western edge of blocks C and D south of the square and also block F to the west of the square. Accordingly, the current proposals realise an earlier



component of the developer's masterplan and respond to the site's developing context.

## Height

- 9.2.4 The Tall Buildings Design Guide SPD identifies the northern part of the campus as part of a larger area, following the Inner Ring Road, where there is opportunity for a string of tall buildings. The SPD notes that additional tall buildings in this area could visually enhance a line of approved tall buildings. It is considered that the building reinforces the string of tall buildings alongside the Inner Ring Road, such as the 23 storey Broadcasting Place, which have been completed since the document was drafted.
- 9.2.5 The proposed building would be visible in distant panoramic views of the city on the existing north-south spine of tall buildings. Key views, produced as part of the application submission, confirm that the building would have a positive impact upon the skyline.
- 9.2.6 The visual impact of the building has been tested at the local level. The building would not be visible when viewed from Millennium Square and would only have limited visibility at the far end of the existing group of campus buildings when viewed from Calverley Street. As such there would be no impact upon views of the Civic Hall, or indeed the Town Hall. Similarly, the building is offset from Woodhouse Lane such that key views of the Parkinson Building would not be affected. Within the campus itself the proposed building would be located at the termination of a string of existing tall buildings at the highest ground level representing a suitable landmark and reinforcing the legibility of the new pedestrian access through the site. Consequently, subject to its design, it is considered that the height of the building is appropriate.

## Design

- 9.2.7 Concerns have been raised by members of the public that the building design is uninspired. The building sits within the context of the original Yorke, Rosenberg and Mardell (YRM) campus buildings. Consequently, the architecture seeks to respond to the simple, serial elevations of these robust 1960's structures within which the tower sits as part of a reordered composition around a new square.
- 9.2.8 The shape of the building is derived from rigorous planning of its constituent elements to create an articulated and coherent form involving stepped and slipped wings each carefully distinguished to help interpretation of its different parts. The building has a strong expression of solid and void, frame and infill. A clear language of punched openings is used across the elevations logically expressing the façade grid and forming a relationship with the neighbouring buildings.
- 9.2.9 The cladding, its finish, orientation as well as its colour (a very light grey panel to the spine and dark grey/black to the wings) is used to reflect the language of the plan diagram as well as enhance the appearance of solid frame and voids. The addition of colour is considered unnecessary and inappropriate in this context.
- 9.2.10 Terracotta has been chosen as the primary material to best express the architectural language of the building. It is used in a number of formats and panel sizes to articulate the framed expression to the bedrooms as well as the more solid 'flanks' of the building. The facade reflects the rigorous planning grid of the building so that junctions and interfaces are controlled consistently across the scheme. Terracotta

allows a consistency of colour as well as variation in matt/sheen and the ability to add additional grooves to each panel, all of which the scheme exploits to express the character and scale of the building. At ground level, the high level glazing provides a suitable base whilst improving interaction between the interior and exterior uses of the building.

## Heritage

9.2.11 The site is located between the University Precinct, City Centre and Queen Square conservation areas. The building would have limited visibility from the City Centre and Queen Square conservation areas with glimpses of the building seen alongside existing modern architecture. As such, their setting would be preserved. The building would be separated from the University Precinct conservation area by the Inner Ring Road. Existing development in the area, including the existing City Campus buildings, and University of Leeds Chamberlain Powell and Bon buildings, are modern in form and the introduction of the proposed building would preserve their setting.

9.2.12 There are several listed buildings in the area including the Civic Hall, the Leeds General Infirmary, the University of Leeds Stoner Building and the former BBC premises, Broadcasting House. The area comprises a wide mix of building styles including many modern building forms which are the dominant form around the City Campus. The proposed building responds to the form of neighbouring buildings both in form and materiality. The development would not adversely affect the setting of listed buildings.

## 9.3 Sustainability

9.3.1 The site is located in a highly sustainable city centre location. It would involve efficient use of the land and help to activate the surrounding landscape. Additional tree planting will have many benefits including helping to minimise urban heat gain and cleaning the air. The development does not include any car parking and reduces the need for students to travel by car to their place of study. The development brings forward further improvements to pedestrian links through the site and provides significant cycling storage facilities. The development is supported by a Travel Plan and a contribution will also be made to improve public transport facilities.

9.3.2 Gas fired combined heat and power (CHP) is preferred as the Low or Zero Carbon technology. The CHP unit will provide 22.3 per cent of the building energy surpassing the amount required to comply with both the Sustainable Design and Construction SPD and RSS policy ENV5. The CHP plant will be sized to match the building's requirements to prevent energy dumping of heat during hours of low demand. Additionally, air source heat pumps are also proposed to generate a quantity of heating and cooling to ground floor ancillary areas. The building will also deliver a 26.2 per cent reduction in CO<sup>2</sup> levels compared with the Building Regulation target rate.

9.3.3 Heat loss from the building has been reduced through improvement of the building fabric insulation values. High frequency compact fluorescent lighting will be provided throughout the development to minimise energy consumption. Low water fittings, such as low flow and dual flush toilets, will be used where they are practical. Systems will also be designed to prevent water usage during unoccupied periods and pressure balancing will be used to ensure water usage is minimised.

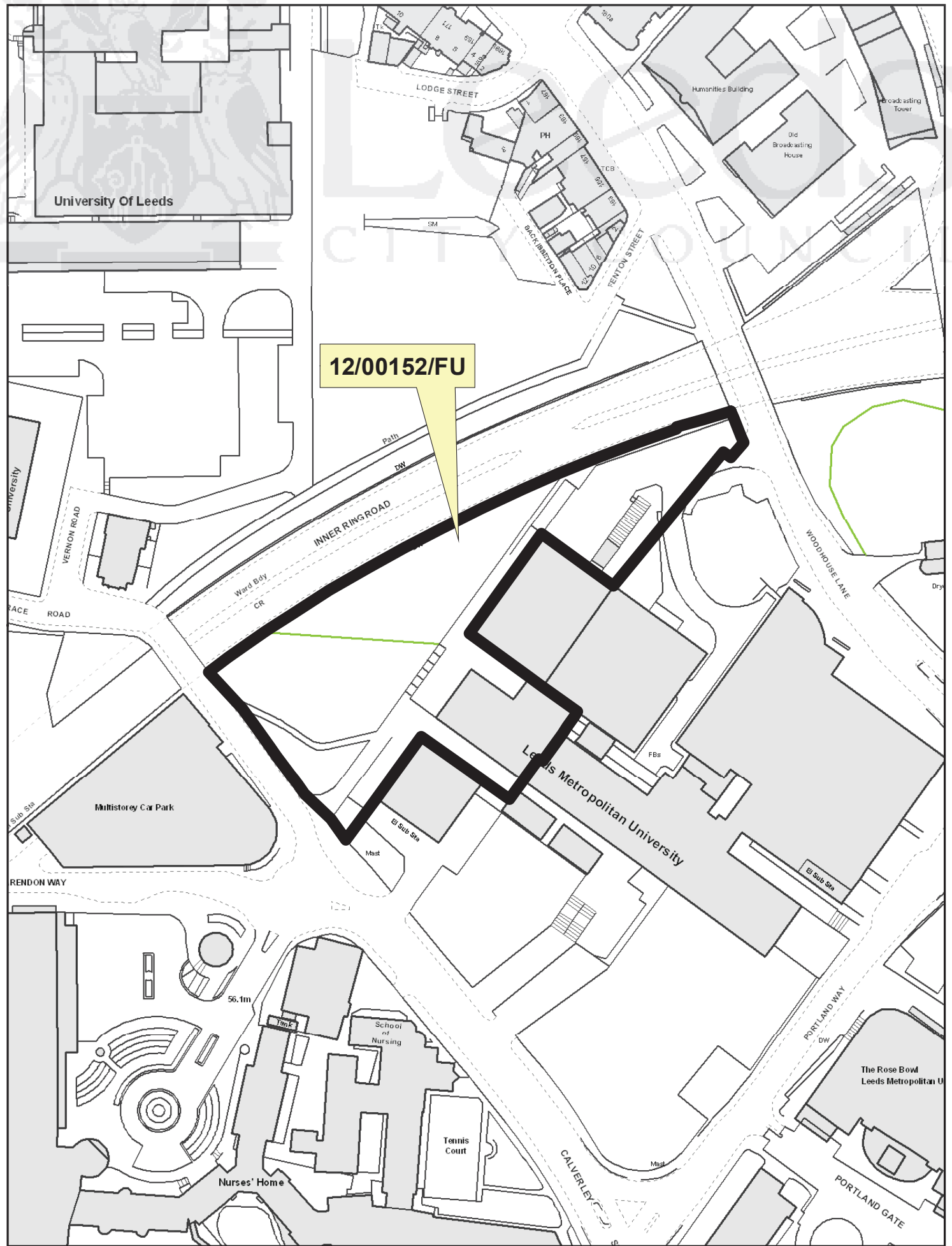
- 9.3.4 The reduction of waste throughout the construction process is an important component of the design. A Site Waste Management Plan will focus on monitoring and management of all potential waste streams. A or A+ green rated building materials will be used where possible. The terracotta tiles are coated with a surface which has a self-washing effect and assist in the decomposition of exhaust fumes produced by cars and industry.
- 9.3.5 The development will achieve a “Very Good” BREEAM rating in accordance with the current SPD aspirations. Additionally, the development would provide construction jobs, potentially including apprenticeships, and operational employment for around 19 people when the development is complete. The residents of the building will also add significant investment into the local economy. The scheme therefore also supports economic growth and employment, a key element of sustainable development.
- 9.4 Noise and air quality
- 9.4.1 The building is located in close proximity to the Inner Ring Road and noise levels are dominated by noise from traffic on this road during both the daytime and night-time periods. As with the phase 1 buildings an appropriate scheme for controlling internal noise levels to an acceptable level is integrated into the external envelope of the building. This is achieved primarily through specifying windows with appropriate sound insulation performance. To achieve the desired internal noise levels windows will need to be closed and therefore ventilation is achieved through a trickle vent built into the window frame. Condition 22 sets out the requirements to achieve acceptable noise levels in the accommodation.
- 9.4.2 The application was supported by an air quality assessment which concluded that the site was suitable for residential development without the need for any mitigation measures. Since that time information regarding emissions from vehicles has changed. There are concerns that local air quality could be such that the area would be declared as an Air Quality Management Area if the development takes place. This would not prevent the grant of planning permission but may influence the design of air intake into the building. Discussions have taken place with the applicant and his technical advisors. It has been agreed that the developer will undertake a period of monitoring and if air quality is found to be problematic that the building design is adjusted where necessary (see condition 25). This would be likely to involve affected areas of the building having sealed windows with air intake and ventilation for these areas located away from the Inner Ring Road. However, this would not significantly affect the appearance of the building.
- 9.5 Wind
- 9.5.1 The application was supported by a wind study. The study by Buro Happold was used to predict areas of comfort and high wind speeds and indicate where mitigation measures are likely to be required. The study indicates that the building would have a positive effect in some areas and a negative effect in others.
- 9.5.2 The report states that the development would not lead to an adverse impact on traffic on nearby roads, including on the Inner Ring Road. Parts of Woodhouse Lane may experience a moderate effect making it uncomfortable for pedestrians to sit or stand here for long periods of time. Similarly, a gusty wind environment can be expected on the north perimeter of the site.

- 9.5.2 The study found that within the City Campus site there are existing wind issues caused by the scale and position of the Leeds Metropolitan University buildings which are exposed to westerly and south-westerly winds. The study indicates that the effect of the new development on this situation would not be significant.
- 9.5.3 As there are areas of the site (including within the new square) where speeds are likely to be uncomfortable for pedestrians at certain times mitigation is proposed. The mitigation comprises tree planting in the open space to the west of the proposed building; and a total of 18 trees planted in two regular groups, within low-level planting at the northern and southern ends of the square. The study concludes that the introduction of the tower would have a beneficial impact by creating areas of shelter and also reducing the extent of areas of distress around the site. The proposed landscape strategy would further improve the situation.
- 9.5.4 At the time this report was drafted the study was being independently reviewed. Officers will update Members verbally of the outcome of this review.
- 9.6 Equality and diversity
- 9.6.1 The student accommodation, associated public realm and facilities have been designed in order that the site is accessible to all. Externally, the network of stepped and sloping routes will be of equal quality. Surface finishes will assist easy mobility and safety in use. External lighting will be designed to meet the needs of all people. Whilst no new parking forms part of this application 4 of the 25 spaces on the campus would be designed for disabled people's use.
- 9.6.2 The entrance into the building has been redesigned during the course of the application so that it is suitable for disabled people. Areas of full height glazing will have appropriate manifestations. Internally, 21 of the bedrooms will be fitted out to meet Building Regulation standards.
- 9.7 Section 106
- 9.7.1 A draft section 106 agreement has been prepared. The agreement includes the following:
- Public transport contribution £21,182
  - Implementation of Travel Plan and evaluation fee £670
  - Contribution for loss of pay and display parking space £13,000
  - Accessibility to public areas
  - Protection of a landing point for an Inner Ring Road bridge
  - Occupation of accommodation by full time students only
  - Employment and training initiatives
  - Section 106 management fee £1,500
- 9.7.2 The section 106 obligations are compliant with the Community Infrastructure Levy Regulations 2010 Statutory Tests.
- 9.8 Conclusion
- 9.8.1 The proposed development would complete the fourth side of the square and reinforce the spaces and key linkages. It would also deliver a new pedestrian route and provide additional new landscaping. The building form and scale skilfully responds to its context and the existing string of tall buildings alongside this part of

the Inner Ring Road. The proposals accord with the development plan and the National Planning Policy Framework. Accordingly, the application is recommended for approval subject to appropriate conditions and the completion of a Section 106 agreement.

Background papers

PREAPP/11/00400  
10/05541/FU  
11/04138/FU



# CITY CENTRE PLANS PANEL



Originator: Paul Kendall

Tel: 2478000

Report of the Chief Planning Officer

**PLANS PANEL CITY CENTRE**

Date: 12<sup>th</sup> April 2012

**Subject: PRE-APPLICATION PRESENTATION – CURRENT POSITION OF THE TRINITY SCHEME AND UPDATE IN RESPECT OF PUBLIC ART, THE USE OF DIGITAL MEDIA AND NEW RETAIL/CATERING OFFER.**

**Electoral Wards Affected:**

City and Hunslet



Ward Members consulted  
(referred to in report)

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION: This report is brought to Panel for information. The Developer will be asked to present the emerging elements of the scheme to allow Members to consider and comment on the proposals.**

**1.0 INTRODUCTION:**

1.1 This presentation follows on from the site visit on the morning of Panel at which Members will visit the currently under construction retail and leisure development to assess the progress being made on site. This will include walking beneath the new glazed roof structure which is now fully self supporting. The design of the scheme is continually being refined and updated, responding to current retail thinking and design progress. The purpose of the visit and presentation is to appraise Members of the current position and ask them to comment on revisions and additions to the scheme as set out below.

**2.0 SITE AND SURROUNDINGS:**

2.1 The site is both the area currently under wholesale redevelopment bounded by Briggate, Boar Lane, Albion St and Commercial St (Trinity East) in addition to the former Leeds Shopping Plaza which is bounded by Bond St, Albion St, Lower Basinghall St and Boar Lane.

2.2 The site lies within the Prime Shopping Quarter as set out in the Leeds UDP (Review) 2006 and is outside but adjacent to the Leeds City Centre Conservation Area. There are a number of listed buildings which are located adjacent to its extensive site boundary, most notably the Starbucks unit at the corner of Albion St and Commercial St which is Grade II listed.

### **3.0 HISTORY OF NEGOTIATIONS**

3.1 Officers are in constant discussion with the developers (Land Securities) and their architects (Chapman Taylor) and the items brought before Members today have been tabled at meetings which have taken place since the start of this year. The site itself has been the subject of many planning approvals which have combined to produce the scheme currently under construction although, at the present moment, there are no current applications awaiting determination.

At Plans Panel in July 2009 Members approved the application for the new link bridge over Albion St which included the remodelling of the Albion St/Bond St corner where Boots has one of its entrances (app ref 09/01742/FU). This introduced a large area of glazing to the upper levels which allowed views into the internal space as well as creating a large showcase element behind the glass. Subsequently, as part of a pre-application presentation to Members at Panel in March 2010, the proposal to widen the Albion St/Bond St entrance to Trinity West by cutting back the building line of the current Boots entrance was presented. This went on to be approved as part of a later application ref no 11/03290/FU which also included the use of the upper floors of this part of the building for food and leisure related uses.

### **4.0 RELEVANT PLANNING POLICY**

Leeds UDPR policies:

BD6 All signs must be well designed and sensitively located within the street scene. They should be carefully related to the character, scale and architectural features of the building on which they are placed.

L.C.C. Supplementary Planning Document on Advertising design guidance recognizes digital screens as an emerging form of advertising and advises that they should not be located adjacent to highways for safety reasons.

BD15: Works of public art will be encouraged in all new developments where appropriate. Justification for this policy states that L.C.C. is keen to encourage developers to commission artists to design works of art to enhance their buildings or the spaces around them. Such art could be in the form of sculptures and is particularly appropriate to buildings used by the public and for large scale developments.

### **5.0 PROPOSAL**

4.1 The items which will be presented to Members and will subsequently require planning permission are:

1. Alterations to the Albion St/Bond St corner consisting of:

- amendments to the line of the glazing at the upper floor levels
- the opening up of a greater amount of visibility in to the upper floors when viewed from outside the building through the removal of more of the internal wall
- the introduction of a digital advertising screen to carry general commercial advertising. The size and location of this will be made clear in the



presentation but it is proposed to be located above ground floor level and be visible from Commercial Street and Albion Street.

- the cutting back of the Boots entrance at ground floor level to make the entrance in to Trinity West wider (this is in line with the most recent permission but has also been incorporated in to this proposal).

2. Trinity Leeds Art Programme: The location of a piece of public art on Briggate, the principles of which are to be set out in the presentation.

4.2 The items to be presented to Panel which either already have or do not require planning permission are:

3. Trinity Leeds Art Programme: Various art installations to be located within the development and small scale pieces around the development.

4. The new food concept to be located in the upper floors behind the glazing on the Albion St/Bond St corner.

5. The location of a digital advertising screen within the centre at the upper level adjacent the cinema unit entrance where it will have a synergy with the cinema use.

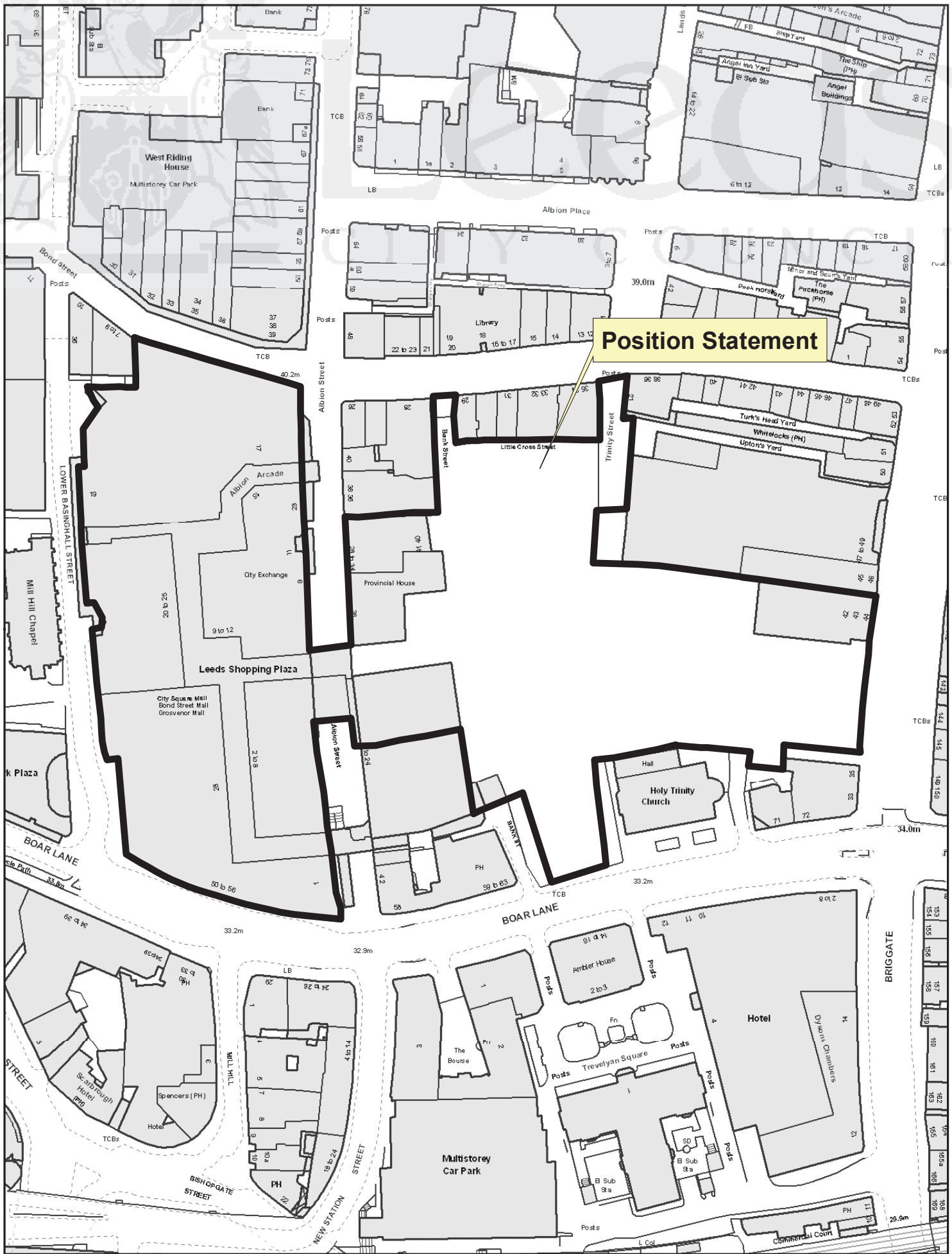
## 5.0 ISSUES

Members are asked to consider the following matters:

1. Is the newly configured Albion St/Bond St entrance area acceptable?
2. Is the introduction of the digital screen acceptable within the context of the above new entrance configuration? Members will be aware that, if considered to be acceptable, this would be the first example of this form of advertising in the city.
3. Is the principle of the public art on Briggate acceptable?
4. Can the revisions detailed in 1. and 2. above be determined by the powers of decision delegated to the Chief Planning Officer? (provided those elements remain substantially unaltered from those presented)
5. Do Members wish to have the application for the chosen piece of art work on Briggate brought to Panel for determination?

## 6.0 BACKGROUND PAPERS

- 6.1 09/01742/FU Approval for the re-elevation of the western side of Albion St and Bond St
- 6.2 11/03290/FU The cutting back of the boots entrance and change of use of the upper floors and basement for a mix of catering and leisure uses.



# CITY CENTRE PLANS PANEL





Originator: Andrew Windress

Tel: 2478000

## Report of the Chief Planning Officer

### *PLANS PANEL CITY CENTRE*

Date: 12<sup>th</sup> April 2012

**Subject: PRE-APPLICATION PRESENTATION - RESIDENTIAL DEVELOPMENT UP TO 15 STOREYS HIGH FOR 625 APARTMENTS AND ANCILLARY GROUND FLOOR 'ACTIVE' USES (PREAPP/11/00711).**

#### Electoral Wards Affected:

City and Hunslet

No Ward Members consulted  
(referred to in report)

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

**RECOMMENDATION: This report is brought to Panel for information. The Developer will be asked to present the emerging scheme to allow Members to consider and comment on the proposals.**

## 1.0 INTRODUCTION:

1.1 This presentation is intended to inform Members of a new major residential scheme proposed on land to either side of Globe Road adjacent to the canal and Whitehall Road. This site benefits from extant permissions for a predominantly residential development of up to 33 storeys high for a total of 887 flats. Members will be asked to comment on the emerging scheme.

## 2.0 SITE AND SURROUNDINGS:

2.1 The application site is almost 5 acres and is currently in use as an unauthorised long stay commuter car park, one of those refused at the March 15<sup>th</sup> Panel. The part of the site to the north east of Globe Road is currently in use as temporary offices. The site lies within the south-western edge of the defined Leeds City Centre. It is bounded by Whitehall Road to the west, by the railway line and viaduct to the south and Globe Road and the river and canal to the north. Most of the site is separated from the river/canal by Globe Road but a small portion abuts the canal side.

- 2.2 The site lies unallocated within the UDP-designated City Centre, with the exception of the part of the site to the north east of Globe Road which forms part of Holbeck Urban Village.

### **3.0 HISTORY OF NEGOTIATIONS**

- 3.1 Officers commenced discussions with the developer on a revised scheme in July 2011. A number of meetings have taken place with planning, design and highways officers to develop the layout, scale, massing and general aspirations for the site.
- 3.2 The relevant planning history for the site is outlined below.
- 3.3 Application 20/499/04/FU proposed a multi level predominantly residential development up to 31 storeys with 833 flats, commercial units, car parking and landscaping, this was approved 22<sup>nd</sup> September 2005 after being agreed at Panel 28<sup>th</sup> April 2005. A subsequent extension of time application, 10/01670/EXT, was approved 17<sup>th</sup> November 2010.
- 3.4 Application 07/00018/FU amended 20/499/04/FU by increasing the height of the tallest element to 33 storeys and increasing the number of flats by 54 units. This was approved 25<sup>th</sup> April 2007. A subsequent extension of time application, 10/01666/EXT was approved 18<sup>th</sup> November 2010.

### **4.0 PROPOSAL**

- 4.1 The proposed scheme is for 625 residential units, ground floor commercial units, associated parking and landscaping across a development of up to 15 storeys high. The scheme includes a mix of 186 one bed apartments, 10 one bed duplexes, 356 two bed, 20 two bed duplexes and 53 three bed apartments. The duplex units are located on the ground floor and help create 'mews streets' There would be small commercial units (convenience retail, cafes etc) on the ground floor of buildings fronting Whitehall Road and the building on the land adjacent to the canal. Approximately 450 parking spaces will be provided under and around individual buildings and in a three storey car park that runs along the southern boundary following the curve of the railway lines.
- 4.2 Three buildings of 10 storeys are located on Whitehall Road and three buildings of eight storeys on Globe Road. Behind these buildings that front the main roads, the scale of the buildings steps down to six and then four storeys. On the separate piece of land to the east of Globe Road and adjacent to the canal is a fifteen storey building.
- 4.3 A large area of public open space is located within the centre of the site primarily accessed from Globe Road. Open space for residents is provided in communal courtyards on top of single storey car park decks within the site. The roof of the three storey car park on the southern boundary will be laid as allotments intended for both the residents and public. A smaller area of public open space will also be located adjacent to the canal. The total on site public open space provision may be short of the 20% sought by policy CC10 at around 15%. However, this is considered acceptable if the developer can assist in delivering the bridge link highlighted below.
- 4.4 The adopted Holbeck Urban Village Revised Planning Framework identifies a possible bridge link across the canal adjacent to the proposed 15 storey building. This bridge would help link Holbeck Urban Village and other communities to the city

centre and train station in particular. The developer sees this bridge link as being integral to the success of their scheme and is keen to assist in the delivery of this bridge. As such officers are considering utilising the public transport and HUV public realm contributions to assist with delivering this bridge in conjunction with the proposed scheme.

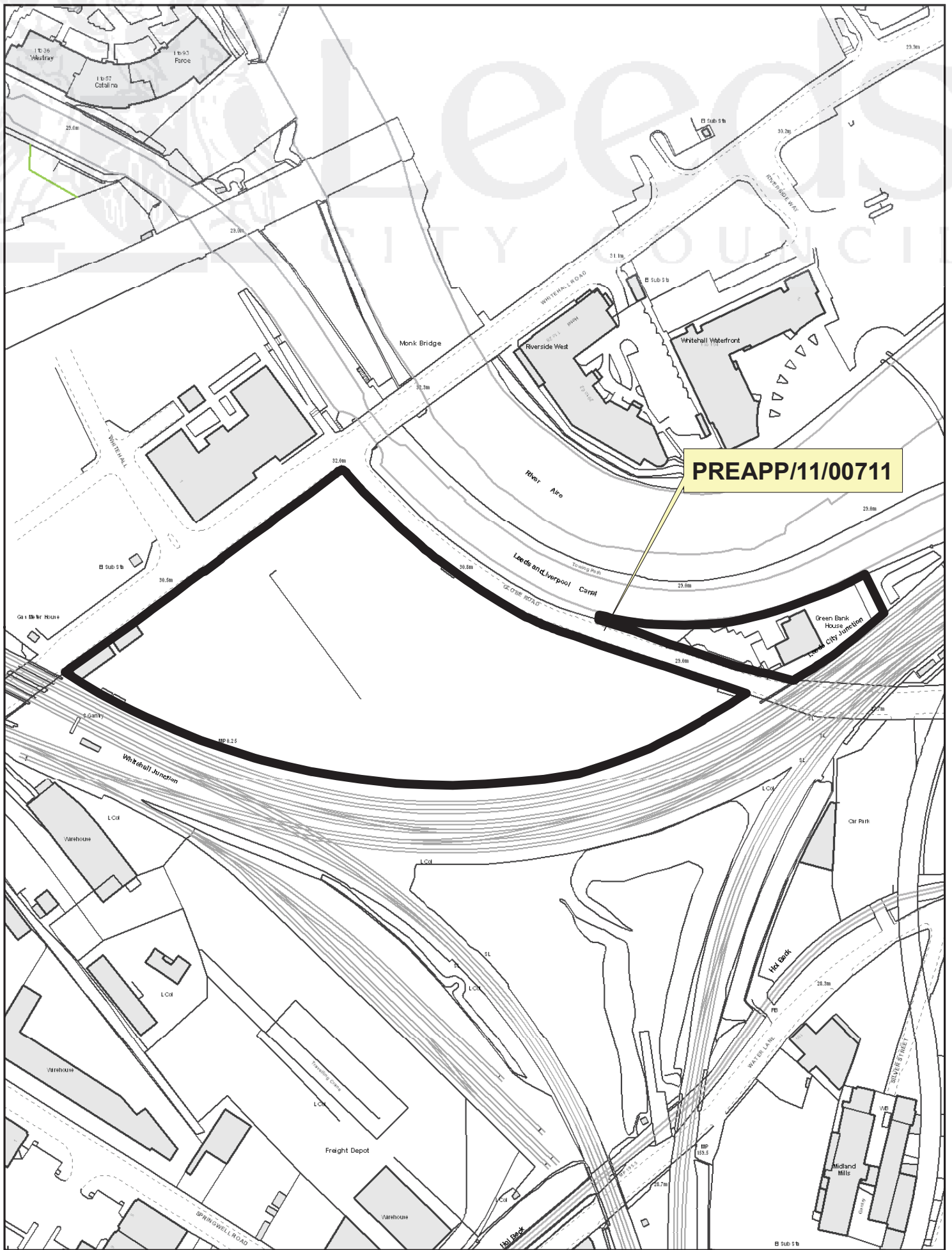
## **5.0 ISSUES**

Members are asked to consider the following matters:

- i. Is the layout, scale and massing of the buildings acceptable?
- ii. Is the mix of one, two and three bed apartments supported including the provision of ground floor duplex apartments?
- iii. Are Members supportive of the possibility of there being slightly less than 20% public open space provision being delivered on site provided the bridge across the canal is delivered in conjunction with this development and by utilising the public transport and public realm contributions?

## **6.0 BACKGROUND PAPERS**

- 6.1 Preapp file PREAPP/11/00711 and history files 20/499/04/FU, 07/00018/FU, 10/01666/EXT and 10/01670/EXT.



PREAPP/11/00711

# CITY CENTRE PLANS PANEL

