



## Report of the Chief Planning Officer

### CITY PLANS PANEL

Date: 20<sup>th</sup> March 2014

**Subject: PROPOSED OFFICE BUILDING (B1) WITH ANCILLARY GROUND FLOOR RETAIL (A1), RESTAURANT AND CAFÉ (A3), DRINKING ESTABLISHMENTS (A4) AND WELNESS CENTRE (D2) WITH INTERNAL AND EXTERNAL PUBLICLY ACCESSIBLE SPACE AND LANDSCAPING ALL ABOVE BASEMENT CAR PARKING (APP. REF. 13/05506/FU). SITE AT WELLINGTON ST/WHITEHALL RD, LEEDS 1.**

#### APPLICANT

Roydhouse Properties  
(Central Square) Ltd

#### DATE VALID

29th November 2013

#### TARGET DATE

28<sup>th</sup> February 2014

#### Electoral Wards Affected:

City and Hunslet

YES Ward Members consulted  
(referred to in report)

#### 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 following completing of a Section 106 Agreement to cover the following matters:**

**Winter garden to be open 0700 until 2300 everyday**

#### Public Transport Contribution

- For the Office element: £229,804 payable on first occupation of the office
- For the ground floor commercial uses: £25,644 total – proportions to be paid on occupation of each unit

#### Travel Plan items:

- Agreed travel plan
- Travel Plan review fee £11,810
- Car Club spaces
- Funding for free trial membership and usage of car club for office workers

**£11,000**

- **Electric car charging points: 5% of spaces (6 no.) with charging infrastructure, rising to 10% (12 no.) if the first 5% are fully utilized.**

**Highways works:**

**Financial contribution towards laying out of Whitehall Rd/Northern St Junction  
£69,000**

**Provision of off site highways works consisting of:**

- **Relocation of pedestrian crossing on Wellington St**
- **Relocation of 2 bus stops on Whitehall Rd including outbound stop being a shelter with Real Time Information facility.**
- **Pedestrian guard railing to Wellington St frontage**

**(These items may be required by condition if considered appropriate)**

**Jobs and Skills priority for local people**

**In the circumstances where the Sec.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. Time limit on permission 3 years
2. Development to be carried out in accordance with approved plans
3. Opening hours of A3,A4 to be 0700 – 2300 Mon-Sat and 0900-2300 on Sun
4. Area to be used for parking to be laid out surfaced and sealed
5. Samples of external materials and surfacing materials to be submitted.
6. Sample panel of all external materials to be approved.
7. Method of storage and disposal of waste
8. Full details of hard/soft landscaping to be submitted.
9. Details of the method of planting and future management of trees and plants within the winter garden
10. Implementation of landscaping.
11. Sustainability statement to be submitted
12. Disabled parking provision.
13. Cycle and motor cycle parking facilities to be provided.
14. Public surface located cycle stands to be provided
15. Details of internal service route to the units from the main service yard including any mechanically operated lifts and/or raised loading platforms
16. Provision of further contaminated land information
17. Amendment of remediation statement
18. Submission of verification reports
19. Details of vents, flue pipes.
20. Details of extract ventilation systems/filters for A3 and A4
21. Hours of delivery and refuse collection 0700-2300
22. No external playing of music or amplified sound by A3/A4 uses in external areas
23. Construction statement to include prevention of mud/grit/dust being pulled onto highway, measures to control noise during construction, attenuation of equipment, location of contractor's cabins and parking, pedestrian routes around the development, location of construction access,
24. Hours of construction working, other than those construction works which are inaudible from nearby noise sensitive premises, to be restricted to 0800-1900 Mon–Fri and 0800–1400 on Saturdays.

25. Separate system of drainage.
26. Details of drainage to be provided
27. No discharge of surface water until completion of approved drainage works
28. Water from vehicle parking areas to be passed through an oil interceptor
29. No building to be located over the centre line of the sewer on the site
30. Development to be constructed in accordance with the submitted Flood Risk Assessment
31. Limit on amount of A1 retail floorspace, maximum size of individual unit.
32. No change of use from A3 or A4 to A1 by permitted development.
33. 1:20 plans of detailed elevations, shop fronts, soffits, fin walls.
34. Details of Lighting and possible historical references to the heritage of the site to be submitted
35. Scheme to be submitted to indicate how bat roosting and bird nesting facilities can be incorporated.

## **1.0 INTRODUCTION:**

- 1.1 This is a major office led scheme with mixed ground and first floor commercial uses on a vacant development site between Wellington St and Whitehall Rd. Members will recall the project architect's presentation at pre-application stage in November last year where the scheme was positively received (see comments para 4.1 below). An application for a mixed use office and hotel with ancillary cafes, restaurants, bars and basement car parking was approved in principle by Members at Panel in March 2013. However, the site was sold before the associated S106 could be signed and the application was subsequently withdrawn (app. ref: 12/03788/FU). Some of the principles of that proposal have been retained but the current proposal is clearly a different scheme and will be assessed on its own merits.
- 1.2 The application is brought to Panel with the above officer recommendation to defer and delegate approval to the Chief Planning Officer subject to the attached conditions and the signing of a S. 106 Agreement in respect of the items set out in the recommendation box above.

## **2.0 PROPOSAL**

- 2.1 This proposal is for a single building which follows the existing building lines on Wellington St and Whitehall Rd, connected by a continuous link which runs along the eastern side of the site, parallel to the neighbouring City Central residential scheme (former Wellesley Hotel). This produces a 'U-shaped' plan form with the central area of space enclosed by a large sloping glass wall which creates a public winter garden. The scheme provides 22,680 sqm of B1 office floor space, a 722 sqm wellness centre at first floor level, and 1,091 sqm of ground floor A3 and A4 space in 4 units, of which one has the potential to be an A1 retail unit of 153 sqm.

### **2.2 Elevational Treatment**

On Wellington St the height and elevational treatment are informed by the dominant characteristics of the City Central building to the east which has a base, middle and top and a strong eaves line and triangular dormer windowed roof form. The double height base of City Central has been used to set the height of the base for the proposal which consists of a series of regularly spaced columns with the ground and first floor set back by 1.5m to create visual depth and greater pedestrian space. There are 5 floors above this with the eaves line set close to the height of the City Central eaves. Above this there would be two further floors of accommodation, the first set back relating to the prominent dormer window line of City Central and the

second, to its roof level. These set-backs would create terraces facing out over Wellington Street.

- 2.3 This elevation will be subdivided by a masonry grid of a combination of natural stone and man-made materials, including brick, to provide resonance with the other buildings fronting Wellington St which are within the City Centre Conservation Area. An entrance into the winter garden is to be provided and at this point, a full height, frameless, glazed slot, set behind a larger exposed masonry frame, will be located to break up this elevation and act as an entrance marker.
- 2.4 To Whitehall Rd the building would be 11 storeys in height with a translucent glass panelled plant room set back above this. The elevational treatment for this façade also utilizes an exposed masonry framework. However, on this elevation it would have a triple storey height module (reducing to 2 storeys higher up the building) with a strong vertical emphasis given by vertical metal fins which sit within each module. This adds depth to the elevation and, through the subtle use of colouration, helps the building respond to its neighbours. The architecture acknowledges the approach from the station to the east through the introduction of landscaped terraces, set behind the fin treatment which adds depth and visual interest to the facade. The ground and first floors on Whitehall Rd would be set back 3m beneath a double height colonnade which would increase the sense of space around the base of the building as well as provide a covered area of walkway which could be used in addition to the public footway.
- 2.5 To the east the elevation facing City Central is a mix of the grid and fin treatment, frameless glazing and brick and is approximately the same height as its neighbour, City Central. The wall to screen the service area and car park access route at ground floor level on this elevation is described in para 2.10 below. To the west the elevation is mainly taken up by the sloping glass wall, although again the fin treatment and brick also are in evidence. Distances to the surrounding residential buildings have been carefully considered in order to protect residential amenity through overlooking and over dominance. The internal floor space of the building is 17m-20m away from both City Central and West Central, with the exception of one 9m wide section of the elevation facing City Central, at its corner with Wellington St, where this is reduced to 13m. This elevation contains only a narrow slot window to reduce the opportunity for overlooking. To the north, across Wellington St, the buildings are 20m away. The building can be cleaned from telescopic devices operated from either the ground, mobile platforms or from the terraces. Other windows are reversible and can be cleaned from the inside and therefore, there will be no requirement for either roof mounted rails or cradles.
- 2.6 Winter Garden and Landscaping  
The resultant plan form of the building is a basic U-shape around a central space enclosed by a 9 storey high, angled, glass wall. The plan form of this space is an L shape with dimensions of 34m x 20m in its main central area, although this extends to maximum dimensions of 52m x 27m and accounts for 16% of the entire application site area. This creates a dramatic focal point to the development and has been termed a winter garden by the applicant. It would be fully accessible to the public from 0700 to 2300 every day and is to be landscaped with trees and other smaller scale planting all maintained through an inbuilt irrigation system. The exposed floor slabs which face in to the winter garden at each office level will be landscaped to create a vertical garden. The winter garden will also contain a dramatic angular mezzanine which would be the location of the office reception area. This means that a significant proportion of the ground floor space can be given over to public use which, because of the controlled environment, can be used all

year round. The winter garden also allows light to penetrate the office floors at each level and the submitted sun-path study indicates that, in the summer months, sunlight is able to penetrate the northern half of this area.

- 2.7 The ground floor would contain bar/restaurant uses and a small amount of retail space which would open on to both the street and the winter garden to provide lively frontages and activate the space through the introduction of seating areas and large glazed frontages. The winter garden provides additional public space to that which already exists on the site in the form of the main north/south route running from Wellington St to Whitehall Rd. This scheme will also resurface that area as the original landscaping scheme was removed when the Lumiere works commenced. The width of the external space is increased from 20m to 28m in the area in front of the winter garden. The north south route is approximately 30% of the total site area. Therefore, when considered in addition to the winter garden, approximately 45% of the total site area is publicly accessible space. If the circulation areas round the building are also added, then the total public area is 63% of the site.
- 2.8 The opportunity to create a continuous landscape treatment, from the outside space through into the winter garden, has been taken, with the base of the angled glass wall creating the only sub-division. This has a glass canopy across its entire width which will provide shelter as well as a means of deflecting rainwater from the large area of glazing above. The submitted landscaping scheme includes raised planters containing trees and perimeter seating. The surface treatment will be fully laid in Granite, which is a high quality and durable material. Lighting columns and recessed floor lighting are also included. Final details of this will be the subject of a condition and therefore will be fully controlled by the planning process. The opportunity has been taken to provide landscaping on other elevated parts of the building to provide colour, visual interest and a better environment for future occupiers. There are also 2 roof top terrace areas for the occupiers of the buildings. One of these is a private terrace for a single occupier, located above the winter garden, which takes advantage of the top of the large sloping glass wall to create enclosure and protection. The other is in the central part of the roof and is accessed via a pergola structure which is an extension of the vertical fin cladding design. This is for the use of all the office occupiers and is surrounded by a 2m high toughened glass screen, for reasons of both safety and comfort.
- 2.9 Pedestrian Permeability  
In addition to being able to access the winter garden from the north/south route, 2 no. double height access points are taken through the ground and first floor elevations. One would be through the Wellington St building as described above. The other would be from Whitehall Rd and would manifest itself as a frameless double-height glazed wall set on the same alignment as Aire Street. This would be clearly visible when approaching from the station and offer clear views through the building to the winter garden beyond. The elevations and surface treatment in this area are intended to provide a positive pedestrian environment as well as defining a vehicle route through to the service area. The generous proportions and frameless glazing of both of these access points are designed to allow maximum visibility through to the space beyond and provide an inviting pedestrian route.
- 2.10 Servicing and Vehicle Access  
As with previous proposals, this is proposed to be along the eastern boundary of the site with a one-way route heading northwards entering the site from Whitehall Rd and exiting out on to Wellington St. This would provide both a service lay-by and access to the double level of basement car parking for 128 cars. The route is 8.6m wide which allows adequate dimensions for servicing to take place without hindering

the flow of vehicles to the car park. A wall is proposed to run along the eastern boundary to provide visual screening as well as some protection to the amenity of the residents in City Central from noise and direct head-light glare. Its design draws reference from the main Whitehall Rd elevational treatment through the use of closely spaced and angled vertical fins. This service route will also have a roof and above this will be located a strip of planting contained on a horizontal building member. As well as car parking, the basement also contains electric vehicle charging points (5% (6 no.) of spaces – rising to 10% (12 no.) of spaces if demand exists), lockable cycle parking enclosures as well as motorcycle parking areas, shower rooms and plant space.

2.11 The existing site vehicular access point on to Whitehall Rd, at the western end of the proposed building frontage, has been roughly surfaced with tarmac for a number of years and the relationship of the vehicle related areas to the buildings and ground floor commercial units is very poor. The opportunity is being taken as part of this application to improve this relationship by creating an area which can accommodate a servicing and turning space which can accommodate both service vehicles and also 2 car club spaces. This would allow greater pedestrian dedicated circulation space to be created in front of the existing ground floor units, whilst improving the pedestrian environment, the quality of the open space provision and the flow of pedestrians on the north/south route.

#### 2.12 Sustainability

The proposal will achieve in excess of 20% reduction in CO2 emissions over those required by Part L of the Building Regulations. Also in excess of 10% of the predicted energy demand can be met from an on-site low carbon energy source, in the form of a biomass CHP and Air Source Heat Pumps. The BREEAM pre-assessment indicates that a rating of 'Excellent' can be achieved. The proposal incorporates a number of other measures to reduce CO2 emissions, improve its resilience to climate change and minimise detrimental environmental impact. These include:

- Measures to reduce solar gain via external shading and improved glazing solar performance
- Maximizing the air tightness of the building
- Developing an Energy Strategy that improves the thermal performance of the building and incorporates highly efficient systems such as ultra-efficient air conditioning systems and chillers, heat recovery and low power fans.
- The provision of sophisticated building services controls to maximise efficiency of systems and improve building user comfort
- Use of natural daylight through the inclusion of large amounts of glass in the facades.
- The selection of materials to reduce the associated embodied environmental impacts and encourage responsible sourcing
- Specification of low water use fixtures and fittings including low flush WCs, low flow taps and the incorporation of a rainwater harvesting system
- Promoting the ecological enhancement of the site with planting areas.

The existing piles that remain from the earlier Lumiere basement construction work will be reused to form the two basement levels, meaning that the considerable resources and energy expended on their construction is not wasted.

### 2.13 Travel Plan Measures

The site would require measures to be provided as part of a site-wide Travel Plan. These include the following items:

- 2 car club spaces to be provided within the site
- Electric vehicle charging points in the basement (5% of spaces (6 no.) with charging infrastructure, rising to 10% (12 no.) if the first 5% are fully utilized.
- Funding for free trial membership and usage of car club for office workers
- Dedicated lockable cycle facilities in the basement
- A Travel Plan Coordinator (TPC) who will promote a Bike Budi scheme; Bicycle User Group and other cycling initiatives; car sharing
- TPC to monitor travel modes by surveying staff and to assess whether targets are being met and submit details to Leeds City Council (LCC)
- Coordinated working with LCC if targets are not being met with a range of measures to be used to try and achieve targets e.g. charging for single car occupancy, provision of pool bikes
- Publicise real time bus information
- Contribution to public transport infrastructure referred to below

### 2.14 Public Transport Contributions

The contributions for the office building equate to £229,804 for the office space and £25,644 for the ground floor food and drink elements. Payments will be secured in a Section 106 Agreement.

### 2.15 Highways and Bus Improvement Works

There are also requirements for improvements to the local highway infrastructure. These consist of:

- Contribution to the widening of the Northern St/Whitehall Rd junction to increase junction capacity and add a pedestrian crossing facility - £69,000
- The relocation of the pedestrian crossing facility on Wellington St to the west to avoid the proposed service vehicle exit point.
- The repositioning of bus stops and provision of one shelter with real time information, on the out-bound route on Whitehall Rd, to avoid vehicular entrances/exits proposed as part of this scheme.

These will form part of a package of measure to be included in a Section 106/278 agreement.

### 2.16 Wind

A wind tunnel study was undertaken on a scale model to determine the pedestrian microclimate around the proposed development. This was carried out for both the site in the context of its existing surroundings and then including the various developments with planning permission in the area. The report advises that the wind conditions around the base of the building, and within the application site, are acceptable for the intended uses e.g. entrances, sitting, walking. The wind study notes that the criteria used indicate the presence of winds which would create distress conditions to the frail and to cyclists in winter in one position in Wellington Street which is attributable to the existing West Central building and its full exposure to the prevailing winds across the empty Wellington Place site.

2.17 Members will recall that, as part of the scheme which came to Panel in March 2013, it was determined that this feature of the existing wind environment on Wellington St prevented the provision of a new bus stop to the north of the West Central building and required the erection of guard railings on both sides of the carriageway. This scheme proposes to erect guard railings in the same location as that approved as

part of the previous scheme. This extends from the pedestrian crossing, to the west past Britannia St on the northern side of the carriageway and along the kerb of the southern side of the carriageway from the service route exit point to the West Central service access.

- 2.18 The wind study makes it clear that eventually, the construction of buildings on the currently vacant development sites to the south-west would mitigate the wind conditions in the area around the base of West Central.
- 2.19 Wind conditions on the private roof terraces have also been modelled and it has been concluded that there are no safety issues arising as a result of their inclusion in the scheme. In addition to this, the applicant has stated that the terraces will be private spaces and will have barriers around them set at a minimum of 2m high. In terms of the comfort of their use, this will be a private concern for the occupier and they would need to exercise their own judgment, in particularly extreme conditions, over whether it would be appropriate to use the terraces or not.

Wind is referred to below in the response from the L.C.C. employed wind consultant in section 7.2 and the appraisal section para 10.22 – 10.26.

2.20 Submitted Documents

A number of documents have been submitted in support of the proposal:

1. Heritage Statement
2. Flood Risk Statement
3. Phase I Desktop Assessment
4. Noise Impact Assessment
5. Transport Assessment
6. Statement of Community Involvement
7. Day-lighting Assessment
8. Wind Assessment
9. Sustainability Statement
10. Travel Plan
11. Ecology survey and assessment
12. Coal Extraction Report

### **3.0 SITE AND SURROUNDINGS:**

- 3.1 The site is located on the southern side of Wellington St and to the north of Whitehall Rd, between the refurbished former Royal Mail building to the west (West Central residential scheme) and the former Wellesley Hotel to the east (City Central residential scheme). The site is the last significant piece of the jigsaw in the area between City Sq and Northern St. The surrounding area is characterised by a mix of new build offices, a hotel and residential buildings to the south and the rigid grid-like street pattern of the office quarter to the north which is part of the City Centre Conservation Area and contains residential uses fronting Wellington St. When seen in the context of the surrounding street pattern, the site lies at the point where the east-west pattern of streets in the Conservation Area becomes adjusted through an approximately 30 degree angle to run off to the south-west along Whitehall Rd.
- 3.2 A constraint in this area is the number of properties surrounding the site which contain residential units whose reasonable requirements for the protection of amenity have to be taken into account. The site is currently surrounded by 2.5m high hoardings and lies within the Prime Office Quarter as allocated in the Leeds UDP Review (2006)



## **4.0 RELEVANT PLANNING HISTORY**

- 4.1 The architect for the proposal presented to Members at pre-application stage in November last year. Members received the proposal positively and specifically commented on the excellent design. Concerns were raised about the previous removal of bus stops on Wellington Street which had been deemed necessary to facilitate the Lumiere development and officers were asked to investigate the possibility of these stops being returned. Metro located a bus stop on Wellington St, to the north of West Central, in late 2013 and this matter is addressed in both the Metro comments below para. 7.2, and the Wind section para.'s 10.22 – 10.26 below.
- 4.2 This site was originally included as part of the redevelopment of the former Post Office building (now West Central). As part of that scheme the application site had the benefit of permission for a 10 storey office block fronting Whitehall Rd attached to a 10 storey hotel fronting Wellington St (app. ref. 20/314/00/FU). This was separated from West Central by the existing north/south oriented area of public open space. This area constituted the entirety of the provision of open space as part of that redevelopment and therefore any space over and above that is welcomed. The space was fully landscaped as part of the West Central refurbishment but was subsequently removed and blacktopped when the Lumiere construction works commenced.
- 4.3 An application for a single office building, pt9/pt10 storeys in height, app. ref. 20/063/03/FU was approved in 2003.
- 4.4 The Lumiere proposal (app. ref. 06/01622/FU) was granted planning permission on 4th April 2007 for the erection of 32 storey and 54 storey development with connecting covered public winter garden, comprising 838 flats, offices, health centre, ground floor retail uses (Class A1, A3, A4 and A5) with 3 levels of basement car parking with 356 spaces. As the basement works were commenced this approval remains extant.
- 4.5 An amending application, which sought to add a further floor to each tower (app. ref. 08/01914/FU), was refused on 8 February 2010 as the applicant failed to sign the amending S106 Agreement.
- 4.6 An application for a mixed use office and hotel with ancillary cafes, restaurants, bars and basement car parking was approved in principle by Members at Panel in March 2013. However, the site was sold before the associated S106 could be signed and the application was withdrawn (app. ref: 12/03788/FU)

## **5.0 HISTORY OF NEGOTIATIONS**

- 5.1 Officers have had meetings with the project architects which commenced in September 2013. These dealt principally with design and highways issues in order to develop the layout, scale, massing and servicing for the site.

## **6.0 PUBLIC/LOCAL RESPONSE:**

- 6.1 The application was advertised on site by notice dated 13<sup>th</sup> December 2013 and in the press by notice dated 20<sup>th</sup> December 2013. No letters of representation have been received. Ward Members were consulted on this application and no responses were received.

6.2 A Statement of Community Consultation has been submitted with the application. Consultation with members of the public took place at a public exhibition at the Novotel on Whitehall Road, which is immediately to the south of the application site. Publicity for the event was ensured by written letters posted to 509 addresses and an advertisement in the Yorkshire Evening Post on 13<sup>th</sup> November 2013. Members of the developer team attended to explain the scheme and answer questions. Exhibition boards were used to provide attendees with information on the proposals and feedback forms were provided to collect the views of those attending (see summary below). There were 52 registered attendees and of these 6 no. provided written feedback. The written comments can be summarized as follows:

Positive comments about the building:

- Support the quality of the materials
- Support for the sky garden and public realm
- Good pedestrian access
- Better than the previous scheme
- Support for the size of the building

Suggestions:

- Make the sky garden accessible to the public

Concerns:

- The use of bricks was questioned

General comments:

- Development needs to proceed as quickly as possible
- Unsure whether the building will be built
- Needs to be as green (planting) as possible.
- Supports the bus stop which has been located on Wellington St north of West Central.

The statement goes on to say that, verbally, the feedback received was generally positive and was focused on the quality of the design, the winter garden and the benefits to the wider city-scape. Some negative verbal comments focussed on construction stage disruption and potential competition for local businesses, albeit that many acknowledged the benefits of bringing more people to the area. The owners of one of the A4 units opposite the site were concerned about parking provision outside their premises. Owners of local retail businesses were keen to understand the nature of the ground floor uses. In summary the feedback was generally supportive, particularly with regard to bringing the site back into use, the provision of green/public space and the overall design.

6.4 A letter has been received from the Leeds Civic Trust (LCT) who received a presentation from the developer team. They support the application and welcome:

- The pedestrian linkages through the site
- The provision of the green walls in the main atrium space
- Ground floor active frontages achieved through the first floor location of the office reception
- The attractive feature of the 'high atrium' although note that this will require ventilation in the summer
- The sustainability strategy to reduce solar gain, improve thermal performance, use bio-mass CHP and air source heat pumps, low water

fixtures, intelligent lighting and the proposed achievement of BREEAM 'Excellent'.

LCT raised the issue of using the roof top garden for public use.

Guard railings are proposed as part of this scheme but they consider that these should only be erected if the winds were strengthened to a dangerous level by the development.

## **7.0 CONSULTATION RESPONSES:**

### **7.1 Statutory:**

Environment Agency: No objection subject to a condition to control the method of surface water disposal.

### **7.2 Non-Statutory**

Metro: No objection to the principle of development. The site benefits from a range of public transport facilities. Support a contribution being taken for Public Transport Infrastructure Improvements. The provision of the relocated stop on the out-bound carriageway of Whitehall Rd should be a bus shelter with Real Time Information (RTI) with a single post stop required on the in-bound carriageway.

In respect of the issues raised by the wind report, given the view reached by the Council, that it would not be wise to encourage greater pedestrian flows in the area identified in the wind report, Metro accepts that a bus layby and shelter is not appropriate as part of this planning application on Wellington Street.

It is acknowledged that Metro installed a new bus stop pole (Ref: W1) on Wellington St in Late 2013. Again, taking into account the view reached by the Council, Metro will begin the process to remove the stop as soon as possible and will look to identify a suitable alternative location for bus stop W1.

Highways Services: The proposal will increase the traffic flow on the 4 junctions which surround the site and this justifies a contribution to the junction improvement works at Whitehall Rd/ Northern St. The principle of the service route along the eastern side of the site is acceptable. The service routes to the building are acceptable. The proposed amendment to the existing vehicle turning and servicing area containing the 2 new car club spaces to the west of the site is acceptable subject to surface detailing and the provision of bollards to prevent vehicles from being able to access the main north/south pedestrian space. The provision of car, cycle and motor cycle spaces is acceptable and surface cycle stands will be required. The pedestrian crossing facility will require to be moved on Wellington St, guard rails erected on both sides of the carriageway and bus stops relocated on Whitehall Rd.

The following package of off site highway works need to be provided:

- A revised pedestrian crossing facility location on Wellington St
- The revised location of the 2 existing bus stops on Whitehall Rd
- New guard railing to Wellington St
- Contribution to provision of a pedestrian crossing facility at the Whitehall Rd/Northern St junction

Travelwise Team: Officers have worked with the applicant and the submitted Travel Plan, the details of which are set out above in para 2.13, are considered to be acceptable. A Section 106 Agreement will be used to ensure that the items, set out in the recommendation above, are provided.

NGT Project Team: The office use requires a contribution of £229,804 and the ground floor commercial uses £25,644

Flood Risk management: Accept the findings of the Flood Risk Assessment and the proposed surface water drainage solutions proposed. The scheme has agreed to sign up to the Environment Agency early warning system. No objection subject to conditions regarding surface water drainage details

Environmental Protection Team: The nearby residential occupiers are clearly those which need to be protected both during construction and once the buildings are occupied. No objection subject to conditions during construction controlling construction hours and the submission of a code of construction practice document. After occupation, conditions controlling hours of operation of the commercial units, servicing/delivery hours and extract ventilation systems. The specific type of biomass boiler proposed for the site is not expected to produce by-products, such as air borne particulates, which would impact on surrounding occupiers.

Air Quality Management Team: No objection. Support the provision of electric car charging points.

Contaminated Land: No objections subject to standard conditions

L.C.C. Licensing: The site is outside the Cumulative Impact Area. No objections.

Bio-Diversity: No significant adverse impact on nature conservation. Recommend a condition to ensure bat roosting and bird nesting facilities are provided on the proposed building.

Police Architectural Liaison officer: Supports the proposed installation of CCTV and external lighting. The ground floor commercial units will provide active frontages and natural surveillance. Note the developer's intention to make the parking area as safe as possible and draw the applicant's attention to the 'Park Mark' scheme. No objections.

Wind - Analysis of applicants Wind Study (L.C.C. peer review carried out by RWDI)  
The wind tunnel test methodology used by Building Research Establishment Ltd (BRE) to assess wind conditions at ground level around the proposed development is generally appropriate. The proposed development appears to improve wind conditions around the base of the building and create shelter in the surrounding streets. Conditions are shown by BRE to be acceptable for the intended activities and this is agreed with. The windiest conditions in the area are consistent with prevailing westerly winds being channeled along Whitehall Rd and Wellington St by the existing neighbouring building to the west (West Central). These winds would be expected to blow over frail pedestrians and cyclists but reflect an existing condition. In the presence of the Proposed Development the distress criterion is not exceeded on Whitehall Road and in the presence of the cumulative buildings (development to the south-west) the wind speeds do not exceed the distress criterion along either Wellington Street or Whitehall Road.

Regarding the roof terraces, based on the BRE wind tunnel results, the measurements indicate that conditions would be locally suitable for all activities, which means that they would be suitable for sitting (which would be the target condition for amenity spaces). These results seem reasonable because of the

shelter afforded by the neighbouring building to the west and the parapets on the building itself.

## **8.0 PLANNING POLICIES:**

### **8.1 Development Plan - Leeds Unitary Development Plan (Review) 2006**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the application to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan is the adopted Leeds Unitary Development Plan (Review 2006) (UDPR) and the Natural Resources and Waste DPD. These development plan policies are supplemented by supplementary planning guidance and documents.

Relevant UDPR policies include:

SA1: Secure the highest possible quality of environment.

SP3: New development concentrated largely within or adjoining the main urban areas.

GP5 all relevant planning considerations

GP7 planning obligations

GP11 sustainability

GP12 sustainability

BD6 all alterations

A1 improving access for all

A4 safety and security provision

N12 urban design

N13 design and new buildings

N25 boundary treatments

BD4 all mechanical plant

CC1 City Centre and planning obligations

CC3 City Centre character

CC10 sites of more than 0.5 Ha to have a minimum of 20% publicly accessible space

CC11 streets and pedestrian corridors

CC12 public space and connectivity

CC13 public spaces and design criteria

CC19 office use supported in Prime Office Quarter

CC27 Primary Uses encourage with secondary supporting uses considered acceptable including retailing and food and drink uses.

E14 Office development

T2 Transport provision for development

T2C Travel plans

T2D public transport provision for development

T5 pedestrian and cycle provision

T6 provision for the disabled

T7A cycle parking

T7B motorcycle parking

T24 Car parking provision

LD1 landscaping

R5 employment and training for local residents associated with the construction and subsequent use of developments

N38A development and flood risk

N38B planning applications and flood risk assessments

### **8.2 Leeds Natural Resources and Waste DPD 2013**

The Natural Resources and Waste Local Plan was adopted by Leeds City Council on 16<sup>th</sup> January 2013 and is part of the Local Development Framework. The plan sets out where land is needed to enable the City to manage resources, like minerals, energy, waste and water over the next 15 years, and identifies specific actions which will help use natural resources in a more efficient way. Flood risk policies, Water 4 and 6, and contaminated land policy, Land 1, are applicable to this proposal. Coal recovery policy requires applicants to demonstrate that they have considered whether there is the opportunity to recover coal from the site.

### 8.3 Relevant Supplementary Planning Guidance other guidance and emerging policy

This includes:

- SPD Designing for Community Safety
- SPG Sustainable Urban Drainage
- SPD Street Design Guide
- SPD Public Transport Improvements and Developer Contributions
- SPD Travel Plans
- SPD Sustainable Design and Construction
- SPD Building for Tomorrow Today
- City Centre Urban Design Strategy

### 8.4 Draft Core Strategy

The Draft Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. On 26<sup>th</sup> April 2013 the Council submitted the Publication Draft Core Strategy to the Secretary of State. The Inspector examined the Strategy during October 2013. The weight to be attached is limited where representations have been made. Spatial Policies 1 Location of Development and 2 Hierarchy of Centres aim to concentrate the development of visitor facilities in Leeds City Centre, and Spatial Policy 3 Role of Leeds City Centre seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region, by promoting the City Centre's role as the regional capital for major new development. Core Strategy Policy CC1 outlines the planned growth within the City Centre for offices and other commercial uses. Policy SP8 seeks to safeguard enough employment land opportunities to enable the local economy to grow in strength and Policy SP9 sets minimum office floorspace requirements in the district and city centre.

### 8.5 National Planning Policy Framework (NPPF)

The NPPF includes policy guidance on sustainable development, economic growth, transport, design, and climate change. Developments that generate significant movement should be located where the need to travel is minimised and the use of sustainable transport modes can be maximised. Furthermore development should be located and designed, where practical, to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements;
- Have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflict between traffic and cyclists or pedestrians and avoiding street clutter;
- Incorporating facilities for charging plug-in and other ultra-low emission vehicles;
- Consider the needs of people with disability by all modes of transport.

Section 7 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places

better for people. It is important that design is inclusive and of high quality. Key principles include:

- Establishing a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimising the potential of the site to accommodate development;
- Respond to local character and history;
- Reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments; and
- Development to be visually attractive as a result of good architecture and appropriate landscaping.

## **9.0 MAIN ISSUES**

1. Principle of Use
2. Building Design
3. Amenity
4. Landscaping and Pedestrian Permeability
5. Highways and Servicing
6. Environmental Protection
7. Flood Risk
8. Sustainability
9. Nature Conservation
10. Land Contamination and Coal Extraction
11. Wind
12. Planning Obligations

## **10.0 APPRAISAL**

### **10.1 Principal of Uses**

The application site is located within the City Centre, and is part of the designated Prime Office Quarter. UDPR Policy CC19 states that office use will be supported as the principal use within the Quarter. Under Policy CC27, proposals for other uses which service the area, add variety and vitality, support the attractiveness of the area and would not prejudice its functioning, would generally be encouraged. The café, restaurant, bar, retail and leisure uses proposed at ground and first floor levels would take advantage of, and animate, the newly created central square whilst servicing passing pedestrians generated by the increased permeability. The range of uses to be provided by this development is therefore considered to be fully in accordance with policy and acceptable.

### **10.2 Building Design**

The design of this building remains unchanged from that presented at Panel in November 2013. In respect of Wellington St it is considered that the principle of using the neighbouring City Central building to set the height of the composite parts of this elevation remains the best way to order the proposed façade. The use of these reference points is considered to strengthen the southern side of Wellington St which has looked fragmented for many years. This would complete the terrace of buildings, which rise gradually the further away from City Square they are, terminating in the West Central tower, which would act as a 'book-end' to the row of properties. The gridded elevational treatment is considered to be a modern version of the regular fenestration patterns of the existing buildings on Wellington St. It

provides a successful way of modulating the elevation but also provides depth through the use of window reveals and brick panels. The proposed route through to the winter garden is clearly a very positive feature and helps to justify the subdivision of the elevation with the frameless glass slot. Overall this elevation is considered to be a suitable addition to this important street frontage.

- 10.3 In respect of the Whitehall Rd elevation a larger order structural grid has been used and the use of the vertical fins will give the building façade depth and visual interest. This is especially the case on the east facing corner where balconies and landscaping have been introduced. The use of a colonnade on the Whitehall Rd frontage, wrapping around to the western elevation, also means that there is a considerable amount of protected ground level space around the building which will aid pedestrian movement. The return elevations are of greater simplicity but these are viewed obliquely from the primary highways routes, which lessens their impact on long distance views and gives them the potential to provide reflected views of the buildings opposite. The elevations are considered to be appropriate in this context, are of high quality and are therefore considered acceptable
- 10.4 The orientation of the double height pedestrian route through the building on Whitehall Rd aligns with Aire St and the frameless glazed wall set across the opening will make this feel like a continuation of the street. This would be clearly visible when approaching from the station and offer clear views through the building to the winter garden beyond. This would provide an impressive focal point and is considered acceptable.
- 10.5 Amenity  
The site is currently vacant and therefore the existing surrounding occupiers currently benefit from an open aspect. It is clear that the impact on surrounding occupiers, in terms of overshadowing, would be far less than the extant Lumiere scheme. In this city centre location, with its tight urban grain, it is inevitable that there will be some overshadowing at various times of the day. The distance which the proposal is located away from the existing buildings is an important factor. The distances to neighbouring buildings proposed is considered to be comparable with the gaps between main building elevations in this area and therefore sufficient to give an acceptable level of light and space to the existing residential units whilst avoiding unacceptable over-dominance by the proposal.
- 10.6 It is likely that, when the office building is occupied during the day, residents will not be inside their units and that, in the evening, this situation will be reversed. In addition, as the buildings are to be used for offices, it is unlikely that these uses would generate noise levels sufficient to have a detrimental impact on the amenity of surrounding residents. The ground floor commercial units cover a range of A use classes and some of these (A3 restaurant/café and A4 bar) have the potential to generate noise. The use of these units will be controlled by condition restricting hours of operation and external music.
- 10.7 The treatment of the eastern boundary wall has to protect the amenity of the Central Sq residents, provide a safety screen to the service and car park access and to create an appropriate visual frontage to the neighbouring building. The wall has been designed as an extension of the main building elevation with a frame of masonry material holding a series of vertical fins. This screening structure relates to the elevational treatment of the new building which means that both masonry and modern material will sit side by side in a well-designed and considered manner. The residential units in City Central are located at first floor level and above, with the ground floor being in commercial use, which means that the lowest existing windows



are approximately 5m above ground level. Therefore, it is only oblique views down in to this area from units immediately opposite the service area and ramp which have to be screened.

10.8 The louvres are closely spaced which will shield the occupiers of the residential units from the shining of headlights as vehicles move up the exit ramp. The wall is located next to the City Central car parking area and some 13m away from the nearest residential property. The location and height of this structure is appropriate for it to be able to fulfill its intended functions without having a detrimental impact on the amenity of neighbouring occupiers. Indeed, this wall exists to protect the amenity of neighbouring occupiers and is considered to be acceptable.

10.9 Landscaping and Pedestrian Permeability

The existing north/south linear open space clearly fulfils an important role, effectively acting as a pedestrianized street. The proposal widens this route to 28m at the point where it is opposite the winter garden and then adds the new covered area to the existing publicly available space as well. This will provide spaces of different characteristics and together, they will provide a significant level of amenity for the benefit of not only the occupiers of the proposal, but also the occupiers of West Central. The residents in City Central, and the occupiers of all other surrounding buildings, will also benefit through their ease of access to this new space due to the presence of the 2 routes through the building. This ability to access the space also creates a greater level of connectivity between the station area and the office quarter. These additional routes are a very positive enhancement to the area and are welcomed by officers.

10.10 The landscaping scheme includes the use of raised tree planters with perimeter seating, which is considered to be a practical and effective way to introduce greenery and resting points in to the area. The trees proposed in the main north south route are planted in to ground, whereas those within the winter garden are above the basement car park. Tree planting is clearly an important part of the winter garden concept and the details of the method of planting and future management will be secured by condition. The use of granite paving and feature lighting is clearly an important aspect of the scheme especially as the area to be covered is so large. This is considered to be a sufficiently high quality, attractive and robust material to be used in this prominent location and is therefore acceptable.

10.11 In respect of the use of the roof terraces, the applicant has stated that these are for private use, as they will help to attract high quality tenants, and that any public use would conflict with this objective and would mean re-arranging the cores to deliver separate and secure public access. There is also a need to ensure public safety. If the space is private, the occupier can make responsible decisions about whether it is safe or comfortable to use in adverse weather conditions. There is no policy requirement to make the roof terraces available to the public and in this case, the amount of publicly accessible space being created in the winter garden, and being refurbished as part of the site, represents approximately 45% of the total site area. This is a significant improvement to publicly accessible space, is considered to be sufficient in size and is in line with policy requirements for the provision of amenity space, which is to provide 20% of sites over 0.5 Ha as publicly accessible space. The level of publicly accessible space being provided as part of this scheme is therefore considered to be acceptable.

10.12 Highways and Servicing

The site lies within the core commuter parking area and the parking levels proposed are within the UDPR maximum parking guidelines for the site. The proposal is

located within a highly accessible area, it has excellent pedestrian and cycling connectivity and is on two major bus corridors within close proximity of Leeds City Station. A secure and covered area has been made available within the basement car park for the parking of cycles and staff showers, a dry changing area and lockers will be provided to encourage walking, jogging and cycling. This will make pedestrian and cyclist journeys far more attractive and will help to reduce the use of the private car.

10.13 This proposal utilises the same service route along the eastern boundary, and this is the best and only location for the provision of servicing on the site. The package of highways improvements and alterations would be secured through a legal agreement and this will make the local highway network operate more efficiently. Contributions and facilities are also being secured through the Travel Plan and this will assist in achieving a modal shift in commuting away from car-borne trips. For those that still use private motor vehicles a minimum of 5% of the parking spaces will offer electrical charging facilities making the shift to greener forms of motoring more convenient.

10.14 Environmental Protection

Noise Impact – This was raised by verbal contributors at the public exhibition and the applicant has considered the types of measures which could be employed to reduce the impact on surrounding occupiers during the construction work:

- any compressors brought on to site should be silenced or sound reduced models fitted with acoustic enclosures;
- all pneumatic tools should be fitted with silencers or mufflers;
- deliveries should be programmed to arrive during daytime hours only.
- Care should be taken when unloading vehicles to minimise noise.
- delivery vehicles should be routed so as to minimise disturbance to local residents.
- delivery vehicles should be prohibited from waiting within the site with their engines running;
- proper maintenance of plant
- local hoarding, screens or barriers should be erected as necessary to shield particularly noisy activities

The minimization of nuisance caused by noise and other site activities during construction will be controlled through an appropriately worded condition which requires a Construction Management Plan to be submitted and this method of controlling potential nuisance caused by construction activities is considered to be acceptable. Hours of construction working, other than those construction works which are not audible from nearby noise sensitive premises, will be restricted to 0800 - 1900 Mon – Fri and 0800 – 1400 on Saturdays.

10.15 Noise Impact – Post Construction (Operational) Phase: The proposed service yard runs along the eastern side of the site which is the same general arrangement proposed as part of both the previous scheme and the Lumiere proposal. The servicing area will be contained by the boundary wall described above and the City Central development has double glazing which was approved as part of its residential conversion. This was important as there are already high levels of background noise in this city centre location. In addition, the applicant has stated that the following best practice measures will also be applied to ensure that residential amenity is protected:

- ensure drivers switch off their engines when unloading/loading in the service yard;
- incorporate rubber matting where trollies operate and utilise quiet roll cages;
- where vehicles have refrigeration units, these should be switched off prior to arriving on site and switched back on when the vehicle is off site and away from residential areas;
- avoid the installation of an external tannoy system
- inform staff of the necessity to operate quietly and display appropriate signage.
- the service road is one-way and so reversing warning signals will not be employed other than in exceptional circumstances

10.16 Hours of servicing will be restricted by condition to 0700 – 23:00 thereby further protecting the amenity of surrounding residents. External noise will be mitigated within the building by the double glazed curtain walling system and this will also ensure that noise generated within the building is contained within the envelope in order to protect nearby residential properties.

10.17 Flood risk

The majority of the site is located within Flood Zone 1 with the exception of the extreme south-western corner which is within Flood Zone 2. The flood risk assessment sets out recommended finished floor levels above flood levels and therefore the probability of onsite flooding from all sources is low. The south-western corner of the site is also located within the Environment Agency flood warning area and the applicant has advised that, as a precautionary measure, the site signs up to the flood warning service. As the majority of the site and all entrances are within Flood Zone 1 it is considered that access and egress would not be affected by flooding. L.C.C. Flood Risk Management have raised no objection to the submitted package of drainage measures and therefore, subject to the appropriate conditions, this site can be drained to an acceptable level.

10.18 Sustainability

The development is located in a highly accessible location, which will significantly reduce potential travel emissions. Measures have been incorporated to improve the energy efficiency of the building and these have been outlined above. The achievement of in excess of 20% reduction in CO<sub>2</sub> emissions over Part L of the Building Regulations and the production of more than 10% of the predicted energy demand by onsite low carbon energy source is considered acceptable. The BREEAM pre-assessment indicates that a rating of “Excellent” can be achieved. It is clear that the building has very high quality sustainability credentials and that it is employing a wide range of measures to make the building as sustainable as possible.

10.19 Nature Conservation

There are no statutory designated sites of nature conservation interest within 1km of the site. No protected species were discovered on site during the survey undertaken in the production of the submitted report. The site is subject to high levels of disturbance and offers little to no foraging opportunity for animals and is too isolated to be of potential value to breeding birds or bats. The site does not contain any habitat of intrinsic ecological value and does not include any features considered likely to be of value to notable or protected species. Therefore, it is concluded that there will be no detrimental ecological impact. A condition will be used to ensure that bat roosting and bird nesting opportunities are considered as part of the finished scheme.

- 10.20 Land Contamination and Coal Extraction  
Much of the ground was excavated as part of the Lumiere ground works. The ground study undertaken concluded that the overall sensitivity of the site is of a moderate to low order and the conditions on site present a low risk to human health, ground water and the built environment. As this is the case, no remedial action is required. Conditions will be used to control the unlikely situation that unexpected contaminants are discovered or fresh earth is needed to make up ground levels.
- 10.21 It is a requirement of the Natural Resources and Waste DPD that applicants in areas where coal is known to exist in the ground provide a statement which assesses whether it is viable to remove that coal prior to development. In this case the applicant advises that the coal exists in very thin layers, is inter-bedded with hard rock and is located well below surface level. In this location where: the site is surrounded by buildings - many of which are in residential use; excavation would impact on ground stability; noise and vibration associated with removal would clearly impact on surrounding occupiers; and the energy expended to remove the coal would exceed that yielded by the extracted coal, the extraction of that coal is therefore considered to be neither practical nor viable.
- 10.22 Wind  
The advice provided by the applicant and confirmed by RWDI makes it clear that, in the areas around the base of the building, wind conditions are improved by the presence of the building and are acceptable for the intended uses.
- 10.23 The wind report submitted as part of this proposal has identified the same existing distress conditions, to the frail and cyclists on Wellington St, as were identified as part of the previous proposal. The location where the windiest conditions have been identified, to the north of West Central, remains of sufficient concern that to increase pedestrian activity in that area, through the introduction of the Central Sq development, would be unwise and possibly unsafe. The proposed erection of guard railings is clearly designed to prevent pedestrians from crossing that part of the public highway. The relocated pedestrian crossing provides a controlled method of crossing the carriageway in a location which avoids the area where distress conditions have been identified. In the light of the evidence provided, it is considered that the above represents an appropriate set of measures and is a rational response to the situation as it presents itself.
- 10.24 The recent installation of the bus stop to the north of West Central would compromise the function of the proposed guard railings, as the bus stop would require a gap in the otherwise continuous length of railing. This would mean that pedestrians would be able to cross the road in the area of the windiest conditions. In the light of this, officers at Metro have considered their position and have agreed that they will begin the process of removing the stop as soon as possible. Therefore, the function of the guard railing would not be compromised once erected.
- 10.25 It is considered that the current proposal represents a rational response to the situation in the light of the concerns raised on pedestrian safety. The applicant will be responsible for the provision of the guard railings as part of the S106/S278 works package. Members should note the point made in the wind study, and confirmed by RWDI, which is that, as sites are developed to the south-west, this will have a mitigating effect on existing wind conditions in this area. This will enable the Council to reconsider the need for the guard railings in the future.

10.26 In conclusion, the wind problems already exist and are not made worse by the development. The study undertaken has resulted in action being taken to protect pedestrians in the potentially vulnerable location and this is the most reasonable course of action and is considered to be acceptable.

## 10.27 Planning Obligations

### Public Transport Contribution

For B1 offices - £229,804

For the ground floor commercial element – £25,644

### Travel Plan items:

- Agreed travel plan compliance and Travel Plan Coordinator
- Travel Plan review fee £11,810
- Provision of 2 no. Car Club spaces
- Funding for free trial membership and usage of car club for office workers £11,000
- Electric car charging points: 5% of spaces (6 no.) with charging infrastructure, rising to 10% (12 no.) if the first 5% are fully utilized.

### Highways works:

Financial contribution towards laying out of Whitehall Rd/Northern St Junction, to be £69,000

Provision of off site highways works consisting of:

- Relocation of pedestrian crossing on Wellington St
- Relocation of 2 bus stops on Whitehall Rd and provision of one of these with a shelter and Real Time Information.
- Pedestrian guard railing to Wellington St frontage

### Cooperation with local jobs and skills training initiatives

This would involve making reasonable endeavours to cooperate and work closely with Employment Leeds to develop an employment and training scheme to promote employment opportunities for local people in City and Hunslet and any adjoining Wards during the construction works, from the start of the tendering process.

Reasonable endeavours would also be made to agree a method statement with the future occupiers to identify employment and training opportunities, to provide, every six months, details of recruitment and retention of local people as employees and training of apprentices, and identify any vacancies on a monthly basis to Employment Leeds.

## 11.0 **CONCLUSION**

11.1 This proposal would result in the redevelopment of an important brownfield site which is the final remaining package of undeveloped land in this area. The scale of the development has been carefully modelled to respect its neighbours and the elevational treatment is of high quality and appropriate to its setting. The inclusion of a large area of covered, publicly accessible – which will be a unique offer within the city, the upgrading of existing space and increased pedestrian permeability are all very much welcomed by officers. This building will successfully tie the more modern development on Whitehall Rd to the Conservation Area to the north, whilst respecting the amenity of surrounding residential and commercial occupiers. For the

above reasons the application is considered to be acceptable and is recommended for approval.

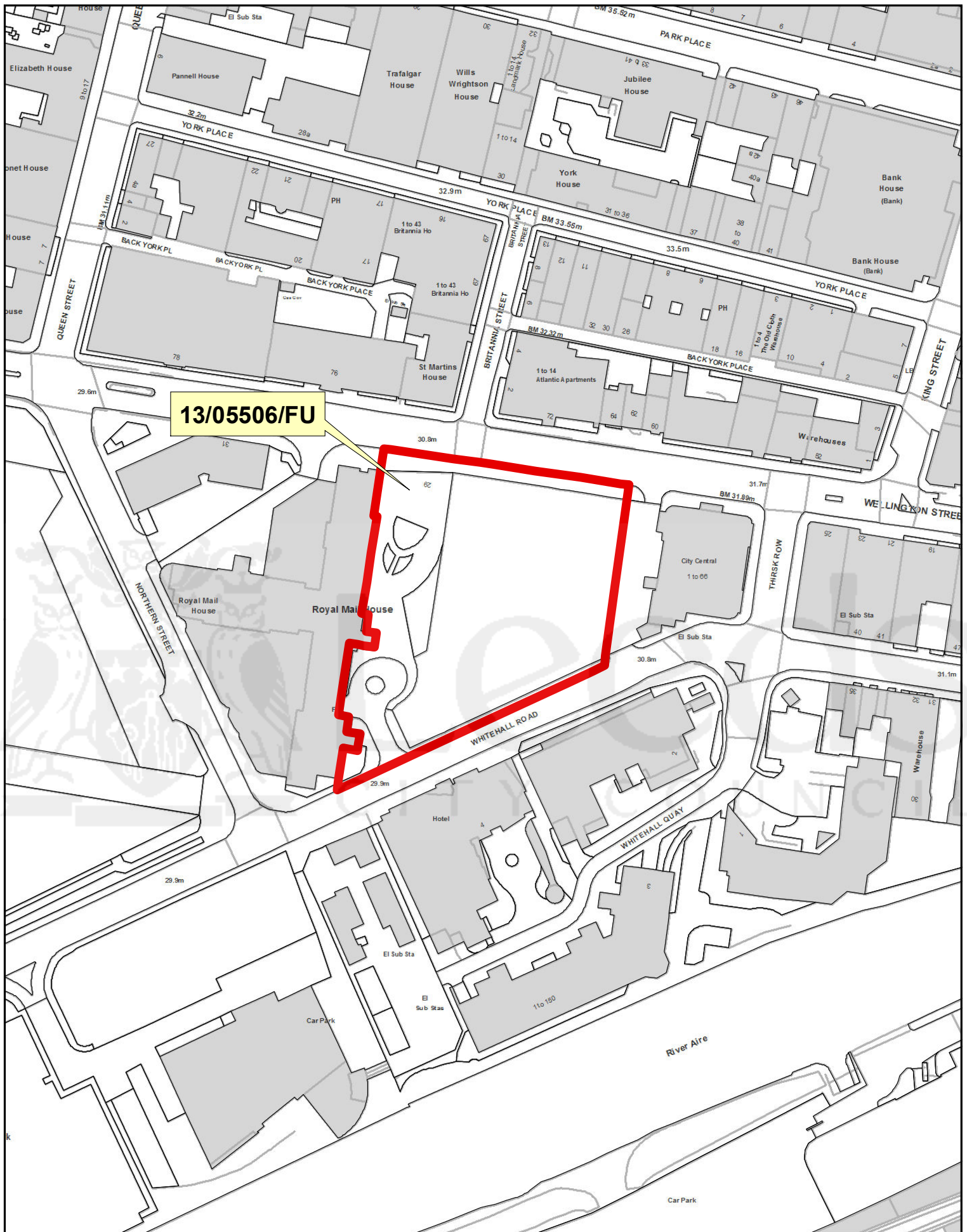
## **BACKGROUND PAPERS**

Original approval as part of Royal mail redevelopment: 20/314/00/FU

Single office building, pt9/pt10 storeys in height: 20/063/03/FU

The Lumiere proposal: approved - 06/01622/FU; refused 08/01914/FU

Mixed use office and hotel with ancillary cafes, restaurants, bars and basement car parking was approved in principle by Members at Panel in March 2013: 12/03788/FU



13/05506/FU

# CITY PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/1500

