



Report of the Chief Planning Officer

CITY PLANS PANEL

7th JULY 2016

Planning application 16/02252/FU : Proposed extension, recladding and change of use of former offices to form hotel and open space at land bounded by New York Road, Bridge Street, Gower Street and Regent Street, Leeds 2

Applicant – Ultra Asset Holdings Ltd.

Electoral Wards Affected:

City and Hunslet

Yes Ward Members consulted

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 in Appendix 1 (and any others which he might consider appropriate) and also the completion of a Section 106 agreement to include the following obligations:

- **Green Travel Plan and review fee of £2,910;**
- **24 hour public access through the site;**
- **Local employment and training initiatives;**
- **Section 106 management fee (£750).**

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.

1.0 Introduction

1.1 This application relates to the former British Gas site between Bridge Street, Gower Street, Regent Street and New York Road located towards the eastern fringe of the

city centre. The site was vacated in the early part of the Twenty-First Century and the buildings remained vacant until the majority were demolished earlier this year.

- 1.2 In 2011 planning permission was granted for a mixed use redevelopment of the entire site comprising four tall towers located above two separate lower rise podiums. This planning permission remains extant.
- 1.3 Following acquisition of the site by a consortium of Singapore investors in summer 2015 revised proposals are emerging for the whole site, albeit it is intended to deliver these in a number of phases. The intended first phase of development, the subject of the current application, comprises the refurbishment and recladding of the remaining tower and its podium, which would be extended alongside New York Road, to form a 182 bedroom hotel.
- 1.4 The applicant presented the emerging proposals to City Plans Panel in March 2016. The minutes of that meeting are summarised at paragraph 4.3 below. Members advised that the application should be determined by Panel.
- 1.5 Discussions regarding later phases of development are ongoing and details will be presented to Panel in coming months. If brought forward at a similar scale and density to the scheme which was previously approved, once complete the redevelopment of this brownfield site has the potential to play a key role in physically and economically regenerating the area and reconnecting neighbourhoods north of the A64 with the City Centre.

2.0 Site and surroundings

- 2.1 The site is located towards the northern fringe of the designated city centre on land bordered by Bridge Street, Gower Street, Regent Street and New York Road. The body of the site as a whole is effectively rectangular in shape measuring approximately 140 metres x 70 metres (approximately 1.27 hectares). Levels tend to fall gradually from the highest point in the north-west corner towards the east (Regent Street). The site was formerly used by British Gas and was primarily used for offices. Other than for a period of unauthorised commuter car parking the site was vacant for several years. Buildings were primarily located around the periphery of the site with 2 and 3 storey buildings fronting Gower Street and Bridge Street, and a 10 storey tower positioned above a 3 to 4 storey podium at the corner of New York Road and Bridge Street. The majority of these buildings have been demolished during recent months leaving the remaining tower and podium which are to be converted.
- 2.2 Existing buildings along New York Road to the west of the site include Crispin House apartments (Grade II listed), 5-7 New York Road (currently being converted into apartments and Baker House (self-storage). Other buildings in close proximity to the north of the site including those on the north side of Gower Street are more typically 2 to 3 storeys in height, such as Crown Buffet restaurant in the former Leeds Board School, although beyond Byron Street contemporary residential and commercial buildings are more commonly 5 to 9 storeys in height. Properties on the east side of Regent Street around Mabgate are generally 2 to 3 storeys in height.
- 2.3 The Inner Ring Road (A64M) passes the site at an elevated level to the south of New York Road which falls eastwards towards Regent Street. Together, the heavily-trafficked roads present a significant barrier. Pedestrian access via Bridge Street and Eastgate (north) / Regent Street to and from the city centre is currently achieved beneath unwelcoming bridged structures by reason of their poor surface finishes,

inadequate lighting and narrow footways. Low rise residential accommodation is situated at Ladybeck Close to the east of Bridge Street on the southern side of the Inner Ring Road. The west side of Bridge Street, predominantly used for surface car parking, will ultimately be redeveloped during Phase 2 of the Victoria Gate development.

3.0 Proposals

- 3.1 The current application represents the intended first phase of re-development of the site. The scheme comprises the conversion of the 10 storey tower and associated 2-3 storey podium bounding New York Road to form a 182-bedroom boutique hotel. The building would be stripped back to its concrete frame prior to recladding, extension and fitting out as a hotel. The podium would be extended approximately 30 metres towards Regent Street to the east. This new section of the building would be four storeys in height, with the highest floor extruded westwards over the existing podium and beneath the tower to connect the tower to the podium.
- 3.2 Two public entrances to the hotel are proposed: one on the southern side of the building from the existing footway on New York Road close to Bridge Street; and the main entrance on the northern side of the building at the site ground level fronting the proposed car park close to Bridge Street. The entrances would be linked by a double height lobby and feature stairway visible through the cladding from Bridge Street and New York Road.
- 3.3 The ground floor of the hotel would incorporate ancillary functions including the entrance lobby, restaurant, gym, long-stay cycle storage, and back of house areas such as kitchens and plant rooms. Above first floor the hotel would have a largely consistent layout providing 42 hotel rooms per floor within the extended podium and just 7 rooms per floor within the tower.
- 3.4 The west façade of the podium abutting Bridge Street would utilise metallic gold glazed terracotta with a vertically-applied deep wave profile. The section of this façade alongside the double height lobby would continue the wave rhythm and alignment but enable visibility into the lobby through the use of vertical columns to the front of the proposed curtain wall glazing. The north and south elevations of original podium would be clad in salt glazed, dark grey, profiled terracotta tiles. Window reveals would be coloured to reflect the appearance of the gable end.
- 3.5 It is proposed that the tower and the eastern extension to the plinth would be faced in aluminium cladding with a metallic brushed titanium finish. The windows of the building would be vertically proportioned with deep window reveals highlighted by use of a lighter-coloured gloss finish. The ground floor fronting New York Road would be fully glazed enabling clear views into the area of the hotel used as a gym.
- 3.6 Windows within the building have been rationalised since pre-application stage to increase uniformity. Additionally, it is now proposed to utilise fritted glass across the face of the floor slab within windows so as to increase the solid / void ratio.
- 3.7 The cleared area north and east of the buildings would be treated in two ways. A 56 space surface hotel car park would be laid out to the north of the building. The car park would incorporate 5 disabled car parking spaces and 2 spaces allocated for electric vehicle charging. There would also be a drop-off layby within the site outside the ground level entrance; a coach drop-off zone and an area allocated for servicing and deliveries. A single point of vehicular access into and out of the site onto Gower Street would be formed approximately equidistant between Bridge Street and

Regent Street. Peripheral soft landscaping strips are identified around the boundaries of the site fronting Bridge Street and Gower Street and around the parking areas.

- 3.8 The eastern third of the site, closest to Regent Street, would be landscaped. The south-east corner addressing the junction with New York Road would be hard-surfaced in paving, interspersed with tree and shrub planting. The north-east corner would be primarily hard-surfaced utilising a material such as self-binding gravel with the intent that it could be used as an activity space. Ultimately, if subsequent phases of development come forward later, these areas would be built upon.
- 3.9 It is proposed to improve the appearance of the Bridge Street underpass. This will involve removal of the slurry coat to reveal the original white glazed bricks and the introduction of new lighting. A redundant vehicular access into the building alongside the underpass will be removed and the footway will be reinstated at a consistent level with the footways to either side. Footways will also be reinstated on Gower Street and Regent Street where historic accesses will also be removed.

4.0 Relevant planning history

4.1 Planning permission was granted in May 2011 for the redevelopment of the site (reference 08/01948/FU). None of the existing buildings would have been retained. The approved scheme comprised 4 slender towers ranging in height from 23 to 40 storeys, located above 3 and 4 storey podiums. Each of the four towers was positioned at a slightly different orientation to form a shallow curve. Approximately 25 per cent of the total developable site area was allocated for ground level external public space; additional tree planting was to have been delivered along Regent Street; and a contribution was to have been made towards improvement of off-site greenspace. The top of the main podium, almost 0.5 hectares in extent, was also to have been landscaped and used as private amenity space. A three-storey car park and service area was intended beneath ground level.

4.2 The approved uses comprised:

- 4049m² of bulky goods retail warehousing
- 228m² of ancillary A1 retail
- 3427m² of D1/D2 “healthy-living” uses
- 204 bed hotel
- 99 serviced apartments and 108 long-stay hotel rooms
- 636 residential apartments including 15% affordable housing

4.3 The current scheme was presented at pre-application stage to City Plans Panel on 24th March 2016 following a site visit. Members commented that:

- the proposed use of the existing building as a hotel was acceptable in principle;
- the proposed alterations and extensions in Phase 1, subject to detailed design, were likely to have an acceptable impact upon the appearance of the building and its integration into the wider townscape;
- the proposals for soft landscaping of the site needed to be supplemented and that the eastern third of the site should be laid out as open space in advance of any future phases of development; that the pedestrian connections to and from the City Centre need to be improved as part of this phase of development;
- they would wish to see samples of materials and that further consideration should be given to the colour;

- Finally, Members agreed that the application should be determined by Panel.

5.0 Public / local response

- 5.1 The application was advertised in the Yorkshire Evening Post on 29th April 2016. Site notices advertising the application were erected on 13th May 2016.
- 5.2 Leeds Civic Trust (LCT) welcomes the development of the gateway site and comments that the retention of the existing tower and podium is sensible. The idea of a green route through the site is supported but LCT state that the open space at the Regent Street end would require very careful design if it is to be an attractive feature. The building needs to be well designed and constructed in quality materials but question whether Leeds needs another grey building. The regeneration of the underpass is essential to integrate the site into the city centre. However, LCT state that it is difficult to provide a view on this application without seeing the proposals for the remainder of the site.

6.0 Consultation responses

Statutory:

- 6.1 **LCC Transport Development Services (Highways)** - Vehicular movement from the hotel is unlikely to have a significant impact on the highway network. Car and cycle parking has been provided in accordance with the Leeds Parking SPD, along with space for drop off, servicing and coach parking. The proposed improvements to footways identified around the periphery of the site; to the Bridge Street A64M underpass; and at the junction of Regent Street and New York Road to provide a widened footway and cycletrack are acceptable. Conditions are suggested to ensure delivery of these improvements and electric vehicle charging points prior to occupation of the hotel.

Environment Agency - The majority of the site is in Flood Zone 1 with a small section in Flood Zone 3 (high probability) on the Flood Map. Due to the proposed development's scale, nature, and level of flood risk there are no objections. It is recommended that the developer considers opportunities to reduce the potential impact of flooding by raising floor levels wherever possible, incorporating flood proofing and resilience measures, and producing a flood evacuation plan.

Non-statutory:

- 6.2 **LCC Travelwise** – The Travel Plan should be secured by s106 or stated as a condition and a travel plan monitoring fee of £2,910 is required. The numbers of cycle parking is acceptable, but there should also be motorcycle parking and 2 Electric Vehicle Charging Points provided for this phase of development.
- 6.3 **LCC Flood Risk Management** – the submitted FRA and Drainage Strategy provide suitable assessments of the flood risk at the site as well as determining acceptable proposals for drainage. A condition regarding surface water drainage works is recommended.
- 6.4 **LCC Contaminated Land Team** – the site has been the subject of a potentially contaminative land use. As such, a phase 1 desk study would be required in support of the application. Depending on the outcome of the phase 1, a phase 2 site investigation and remediation statement may also be required.

6.5 **LCC Neighbourhoods and Housing (Air Quality)** – there are no objections on the grounds of local air quality although mechanical ventilation would provide the best protection for residents of the hotel. Electric vehicle charging points should be provided in accordance with the Parking SPD.

7.0 Policy

7.1 Development Plan

7.1.1 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. For the purposes of decision making, the Development Plan for Leeds currently comprises the following documents:

- The Leeds Core Strategy (Adopted November 2014)
- Saved UDP Policies (2006), included as Appendix 1 of the Core Strategy
- The Natural Resources & Waste Local Plan (NRWLP, Adopted January 2013) including revised policies Minerals 13 and 14 (Adopted September 2015).
- Any Neighbourhood Plan, once Adopted.

7.2 **Core Strategy (CS)**

7.2.1 Relevant Core Strategy policies include:

Spatial and economic policies

Spatial Policy 1 prioritises the redevelopment of previously developed land within Main Urban Area, in a way that respects and enhances the local character and identity of places and neighbourhoods.

Spatial Policy 3 seeks to maintain and enhance the role of the City Centre as an economic driver for the District and City Region, by comprehensively planning the redevelopment and re-use of vacant and under-used sites for mixed use development and areas of public space; enhancing streets and creating a network of open and green spaces to make the City Centre more attractive; and improving connections between the City Centre and adjoining neighbourhoods.

Spatial Policy 8 supports a competitive local economy including by developing the City Centre for new retail, office and other main town centre uses; and by supporting training/skills and job creation initiatives via planning agreements.

Spatial Policy 11 includes a priority related to improved facilities for pedestrians to promote safety and accessibility, particularly connectivity between the edges of the City Centre and the City Centre itself.

Policy EC3(A) states that the change of use of sites last used for employment to town centre uses will only be permitted where (i) the proposal would not result in the loss of a deliverable employment site or (ii) existing buildings and land are considered to be non-viable in terms of market attractiveness, business operations, age, condition and/or compatibility with adjacent uses; or (iii) the proposal will deliver a mixed use development which continues to provide for a range of local employment opportunities and would not undermine the viability of the remaining employment site.

Policy CC1 outlines the planned growth within the City Centre. All other town centre uses will be supported in the City Centre providing the use does not negatively impact on the amenity of neighbouring uses.

Policy CC3 states new development will need to provide and improve walking and cycling routes connecting the City Centre with adjoining neighbourhoods, and improve connections with the City Centre.

Policy P10 requires new development to be based on a thorough contextual analysis to provide good design appropriate to its scale and function, delivering high quality innovative design and that development protects and enhance the district's historic assets in particular, historically and locally important buildings, skylines and views.

Policies T1 and T2 identify transport management and accessibility requirements to ensure new development is adequately served by highways and public transport, and with safe and secure access for pedestrians, cyclists and people with impaired mobility.

Policy G5 requires commercial developments over 0.5 hectares in the City Centre to provide a minimum of 20% of the total site area as open space.

Policy G9 states that development will need to demonstrate biodiversity improvements.

Policies EN1 and EN2 set targets for CO² reduction and sustainable design and construction, and at least 10% low or zero carbon energy production on-site.

Policy EN5 identifies requirements to manage flood risk.

7.3 Saved Unitary Development Plan Review policies (UDPR)

7.3.1 Relevant Saved Policies include:

GP5 - All relevant planning considerations to be resolved.

BD2 - New buildings should complement and enhance existing skylines, vistas and landmarks.

BD6 states alterations and extensions should respect the scale, form, detailing and materials of the original building.

LD1 - Sets out criteria for landscape schemes.

7.4 Natural Resources & Waste DPD 2013

7.4.1 The plan sets out where land is needed to enable the City to manage resources, such as 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. Policies regarding drainage, air quality and land contamination are relevant to this proposal.

7.4.2 AIR1 states that all applications for major development will be required to incorporate low emission measures to ensure that the overall impact of proposals on air quality is mitigated.

WATER 4 - All developments are required to consider the effect of the proposed development on flood risk, both on-site and off-site

WATER 6 - All applications for new development will be required to consider flood risk, commensurate with the scale and impact of the development.

7.5 **National Planning Policy Framework (NPPF)**

7.5.1 The NPPF identifies 12 core planning principles (para 17) which include that planning should:

- Proactively drive and support sustainable economic development
- Seek high quality design and a good standard of amenity
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

Planning should proactively support sustainable economic development and seek to secure high quality design. It encourages the effective use of land and the reuse of land that has previously been developed.

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.

7.6 **Relevant Supplementary Planning Guidance includes:**

SPD Parking

SPD Street Design Guide

SPD Travel Plans

SPD Building for Tomorrow Today: Sustainable Design and Construction

SPG City Centre Urban Design Strategy

7.7 **Mabgate Development Framework (2007)**

The Framework aims to ensure that the following issues are addressed

- Conservation of the area's historical and industrial legacy and maintaining its distinct sense of place.
- Recognition of the important economic function that the area can play in supporting mixed and sustainable communities.
- Avoidance of conflict between residential and existing and potential employment uses.

- Promotion of residential uses as part of mixed use developments with active ground floor uses.
- Improvement of pedestrian links through the Mabgate area to improve connectivity from the City Centre to the communities of Lincoln Green, Burmantofts and Harehills.
- Ensuring that new developments contribute to the environmental improvement of the area.

7.8 Other material considerations

7.8.1 Best Council Plan

The Plan identifies 6 objectives in order to achieve the best council outcomes identified between 2014-2017. Best Council objectives “Promoting sustainable and inclusive economic growth” and “Promoting sustainable and inclusive economic growth” are applicable to this proposal.

7.8.2 Vision for Leeds 2011-2030

One of the aims is that by 2030 Leeds’ economy will be more prosperous and sustainable. The vision states that Leeds will be a great place to live, including the provision of high quality buildings, places and green spaces, where local people benefit from regeneration investment.

7.8.3 Leeds Growth Strategy

The Strategy identifies seven core priorities intended to drive future growth to create a prosperous and sustainable economy. The hotel development would help to support growth in the financial services and retail sectors.

8.0 Main issues

- Principle of the development
- Design and townscape considerations
- Landscape and open space
- Transport and connectivity issues
- Section 106 obligations and CIL

9.0 Appraisal

9.1 Principle of the development

9.1.1 The previous use of the site as British Gas offices ended over twenty years ago and there has been minimal investment in the buildings since that time. Buildings around the site boundary have recently been demolished leaving the office tower and podium, and a neighbouring building on New York Road (which is due to be demolished in the near future). There has been no commercial interest in utilising the office space which does not meet current requirements whilst there remains significant, undeveloped, office accommodation in the area such as at Quarry Hill. As such, the loss of office space is acceptable. Should subsequent phases of development come forward they will introduce a wider mix of uses onto the site.

9.1.2 The site is located within the designated City Centre where town centre uses, such as hotels, are encouraged. Such a use would also help to support other city centre

functions, such as business, entertainment and retail. The change of use would be consistent with policy EC3(A) of the Core Strategy. The proposed re-use of this centrally-located brownfield site as a hotel is acceptable in principle subject to the detailed considerations set out below.

9.2 Design and townscape considerations

- 9.2.1 The deteriorating condition of the tower, which is located in a prominent position, has increasingly adversely affected the character and appearance of the area. Following recent demolition of other buildings on the site its current appearance adds to a sense of dereliction and abandonment.
- 9.2.2 The proposed development would represent the first significant investment in the wider site in many years. The podium extension of the building would, itself, not have a major impact given the historic location of buildings around the periphery of the site and the position of buildings on New York Road on the back edge of the footpath. Likewise, the addition of a further storey to the height of the podium would not have a significant visual impact due to the height of the tower and as it would still be lower than other existing buildings along New York Road to the west (Crispin House 7 storey; 5-7 New York Road 5 storey; and Baker House 4 storey).
- 9.2.3 The proposals have been designed to present a new vertical emphasis to the appearance of the extended building which is an appropriate expression for the new hotel use. The strategy involves defining two primary interlocking components; firstly, the original podium and secondly, the tower and extended building. These elements would be differentiated through the use of different though complementary materials. Panel previously commented that further consideration be given to the colour of the building, suggesting that the building appeared too grey.
- 9.2.4 The dark grey, salt-glazed profiled terracotta tiles would present a robust and suitable edge to the proximity to the highway, albeit the sculpted concave profile and lightly glazed finish would introduce an interesting play of light across the surface. The fenestration would be set back with reveals and spandrel panels highlighted in a finish matching the colour on the gable end.
- 9.2.5 The use of terracotta would extend around onto the Bridge Street gable end of the podium. However, in recognition of the entrances and hotel foyer behind a deep wave profile finished in metallic gold fire-glazed terracotta would be utilised. Visibility into the lobby would be achieved through the use of vertical columns which would continue the rhythm and alignment of cladding to the front of the proposed curtain wall glazing.
- 9.2.6 The tower and extended podium would be clad in titanium coloured aluminium cladding with a brushed finish. This presents a warmer and more characterful appearance than the lighter-grey, cladding typical of several buildings within the city centre. Further interest in the elevations would be provided by the arrangement and increased extent of glazing; the use of ceramic fritted glass to screen the floorplates; the accent introduced within the deep window reveals and the shadow lines between the pieces of cladding.
- 9.2.7 The recladding of the extended building would significantly improve its external appearance creating a cohesive and contemporary form. This would have a positive impact on local views of the site including from the south along Bridge Street under the A64M, and also in longer distance views from the north on Regent Street; from the east along the A64, and from St Peter's Street to the south. In doing so the

setting of listed buildings, such as Crispin House to the west would also be preserved. As such the development would accord with policies P10 and P11 of the Core Strategy.

9.3 Landscape and open space

9.3.1 The site was previously enclosed by buildings constructed up to the back edge of the footway. Those buildings along the Bridge Street boundary although unlisted, were considered to have some visual interest and provided a visual termination to the approach to the site from Trafalgar Street. The appearance of the boundary wall fronting Regent Street continues to be softened by the presence of some trees situated immediately behind it.

9.3.2 The current proposals identify a surface car parking area between the hotel building and Gower Street. A soft landscaping strip including tree planting is identified abutting the Bridge Street and Gower Street boundaries, varying in depth from 2.5 metres on the Bridge Street boundary to 13 metres on Gower Street. Additionally, areas of planting are intended to be provided within the car park and in the paved pedestrian space to the north side of the hotel. This landscaping would help to assimilate the car parking and related hard-surfacing into the area.

9.3.3 The current proposals cover an area over 0.5 hectares such that, in accordance with Policy G5 of the Core Strategy, a minimum of 20% of the total site area should be provided as open space. Following the pre-application presentation the eastern third of the site has now been assimilated into the development.

9.3.4 The south-east corner addressing the junction with New York Road would be hard-surfaced in paving, interspersed with tree and shrub planting. The north-east corner, approximately 25 x 40 metres, would be primarily hard-surfaced utilising a material such as self-binding gravel with the intent that it could be used as an activity space. Ultimately, if subsequent phases of development come forward later, these areas would be built upon albeit in the interim they would provide usable spaces and attractive routes. Consequently, the development would accord with policy G5 of the Core Strategy and saved policy LD1 of the Unitary Development Plan Review.

9.4 Transport and connectivity

9.4.1 The site is located in a sustainable location close to the many amenities offered by the City Centre. Highways have no objection in principle to the proposed use and the general arrangement of parking, coach parking and servicing facilities is sensible. The development is also supported by a travel plan which includes the introduction of measures including the provision of two electric vehicle charging points within the car park.

9.4.2 The existing pedestrian connections to and from the City Centre are far from ideal. The pedestrian route along Bridge Street and Regent Street beneath the Inner Ring Road over-bridge is poor and adjacent to the site the route along Bridge Street is hampered by an old vehicular access and the steep gradient of the footway. This will be an important pedestrian route to and from the development from the city centre and as such it is intended to improve the Bridge Street route as part of this phase of the development.

9.4.3 Although the finer details of the scheme will be agreed pursuant to a planning condition the improvement works are likely to comprise removal of the render on walls beneath the A64M to reveal the original glazed tiled wall and the introduction of

much improved lighting. Several redundant accesses around the site boundary including one on Bridge Street will be removed and footways reinstated to a much improved profile to make the footways far more usable for pedestrians. As a result, the development would accord with policies SP11 and T2 of the Core Strategy and relevant supplementary guidance.

9.5 Section 106 obligations and Community Infrastructure Levy (CIL)

9.5.1 A legal test for the imposition of planning obligations was introduced by the Community Infrastructure Levy Regulations 2010. These provide that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms,
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The proposed scheme produces the need for the following obligations which it is considered meet the legal tests:

- Green Travel Plan and review fee of £2,910;
- 24 hour public access through the site;
- Local employment and training initiatives;
- Section 106 management fee (£750).

9.5.2 The proposed development would also be subject to the Community Infrastructure Levy (CIL) of £36,460.

9.6 Conclusion

9.6.1 The proposed development would involve major investment in the site and in doing so bring forward significant improvements to its appearance and to connectivity around and through it. The development would accord with local and national planning policy and accordingly it is recommended for approval subject to the specified conditions and a section 106 agreement.

APPENDIX 1 – DRAFT CONDITIONS

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Imposed pursuant to the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2) The development hereby permitted shall be carried out in accordance with the approved plans listed in the Plans Schedule.

For the avoidance of doubt and in the interests of proper planning.

3) The development shall not commence until details of access, storage, parking, loading and unloading of all contractors' plant, equipment, materials and vehicles (including workforce parking) have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be provided for the duration of the construction works.

To ensure the free and safe use of the highway in accordance with Core Strategy policy T2

4) No building operation shall take place before 0730 hours on weekdays and 0800 hours on Saturdays nor after 1900 hours on weekdays and 1300 hours on Saturdays, with no operation on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.

In the interests of the amenity and to accord with saved policy GP5 of the Unitary Development Plan Review 2006.

5) The development, including excavation, shall not commence until a Phase II Site Investigation Report has been submitted to, and approved in writing by, the Local Planning Authority.

Where remediation measures are shown to be necessary in the Phase II Report and/or where soil or soil forming material is being imported to site, development shall not commence until a Remediation Statement demonstrating how the site will be made suitable for the intended use has been submitted to, and approved in writing by, the Local Planning Authority. The Remediation Statement shall include a programme for all works and for the provision of Verification Reports.

To ensure that the presence of contamination is identified, risks assessed and proposed remediation works are agreed in order to make the site 'suitable for use' in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and saved policy GP5 of the Unitary Development Plan Review 2006.

6) If remediation is unable to proceed in accordance with the approved Remediation Statement, or where significant unexpected contamination is encountered, the Local Planning Authority shall be notified in writing immediately and operations on the affected part of the site shall cease. An amended or new Remediation Statement shall be submitted to, and approved in writing by, the Local Planning Authority prior to any further remediation works which shall thereafter be carried out in accordance with the revised approved Statement.

To ensure that any necessary remediation works are identified to make the site suitable for use in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and saved policy GP5 of the Unitary Development Plan Review 2006.

7) Remediation works shall be carried out in accordance with the approved Remediation Statement. On completion of those works, the Verification Report(s) shall be submitted to the Local Planning Authority in accordance with the approved programme. The site or phase of a site shall not be brought into use until such time as all verification information has been approved in writing by the Local Planning Authority.

To ensure that the remediation works are fully implemented as agreed and the site has been demonstrated to be suitable for use in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and saved policy GP5 of the Unitary Development Plan Review 2006.

8) Any soil or soil forming materials brought to site for use in soft landscaping, public open space or for filling and level raising shall be tested for contamination and suitability for use. A methodology for testing these soils shall be submitted to, and approved in writing by, the Local Planning Authority prior to these materials being imported onto site. The methodology shall include information on the source of the materials, sampling frequency, testing schedules and criteria against which the analytical results will be assessed (as determined by risk assessment). Testing shall then be carried out in accordance with the approved methodology. Relevant evidence and verification information (for example, laboratory certificates) shall be submitted to, and approved in writing by, the Local Planning Authority prior to these materials being imported onto the site.

To ensure that contaminated soils are not imported to the site and that the development shall be suitable for use with respect to land contamination in accordance with policies Land 1 of the Natural Resources and Waste Local Plan 2013 and saved policy GP5 of the Unitary Development Plan Review 2006.

9) The external façade works shall not be commenced until typical details at a scale of not less than 1 to 20 of the following features have been submitted to and approved in writing by the Local Planning Authority-

- (i) Building entrances
- (ii) Cladding systems including window reveals, joint and soffit details
- (iii) Details of the gable end abutting Bridge Street
- (iv) Junctions of materials
- (v) Curtain walling to the ground floor

The works shall be carried out in accordance with the details thereby approved.

In the interests of visual amenity and to accord with Core Strategy policy P10.

10) Details and samples of all external facing and finishing materials including cladding and glazing shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. The external surfaces shall be constructed in accordance with the details thereby agreed.

In the interests of visual amenity and to accord with Core Strategy policy P10.

11) The hotel shall not be occupied until the approved cycle/motorcycle parking and facilities have been provided. The facilities shall be retained for the lifetime of the development.

In order to meet the aims of Core Strategy policy T2 and the Parking SPD.

12) Details of the highway works identified on WSP drawing 7002035 Highway Changes Phase 1A comprising:

- Bridge Street installation of footway replacing the existing access adjacent to the bridge.
- Gower Street to provide the vehicular access and continuous footway either side of the access.
- Regent Street / New York Road to provide widened footway and cycletrack and reinstatement of the existing vehicular access as footway.)

Shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be fully implemented prior to first occupation of the hotel.

In order to meet the aims of Core Strategy policy T2.

13) A scheme for the improvement of the appearance and lighting of the Bridge Street underpass beneath the A64M shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed prior to first occupation of the hotel.

In the interests of amenity and visual amenity and to encourage pedestrian use of the underpass and to accord with Core Strategy policies CC3, P10 and T2 and the Travel Plan SPD.

14) Prior to the first occupation of the hotel two electric vehicle charge points (32Amp with Type 2 Mennekes connections, Mode 3 (on a dedicated circuit)) shall be installed in the approved location within the car park and thereafter retained and maintained as such for the lifetime of the development.

In the interests of promoting sustainable travel opportunities and to accord with the Travel Plan SPD.

15) Prior to the occupation of the hotel the redundant vehicular accesses into the site shall be removed and made good in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.

To ensure the free and safe use of the highway in accordance with Core Strategy policy T2.

16) The construction of the development shall not commence until a scheme detailing surface water drainage works, including hydraulic calculations, has been submitted to and approved in writing by the Local Planning Authority. The allowable rate of discharge shall be agreed with the Local Planning Authority and this will be based on a 30% reduction on the existing. The scheme shall be consistent with the surface water drainage and flood mitigation measures outlined in the FRA and Drainage Strategy (WSP Project No: 70017468 & Dated 7th April 2016). A surface water attenuation system shall be provided which ensures that the allowable discharge rate is not exceeded for the 1 in 100 year event including a 30% uplift for climate

change. The works shall be implemented in accordance with the approved scheme before the development is brought into use.

To ensure sustainable drainage and flood prevention in accordance with LCC's Natural Resources and Waste LDF 2013 and the NPPF.

17) The following hard and soft landscape works shall not take place until full details have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- (i) proposed finished levels, steps and balustrading;
- (ii) means of enclosure including walls and retaining walls, fences and bollards;
- (iii) samples of hard surfacing materials;
- (iv) minor artefacts and structures including street furniture such as seating and bicycle anchor points, directional signs, external lighting;
- (v) proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes etc.).

Soft landscape works shall include:

- (vi) planting plans;
- (vii) written specifications including cultivation and other operations associated with plant and grass establishment
- (viii) schedules of plants noting species, planting sizes and proposed numbers/densities; and
- (ix) implementation programme.

To ensure the provision of amenity afforded by appropriate landscape design.

18) Hard and soft landscaping works shall be carried out in accordance with the approved details. The hard landscape works shall be completed prior to the occupation of any part of the hotel. The soft landscape works shall be completed by no later than the end of the planting season following the substantial completion of the hotel development. The landscape works shall be implemented to a reasonable standard in accordance with the relevant provisions of appropriate British Standards or other recognised codes of good practice.

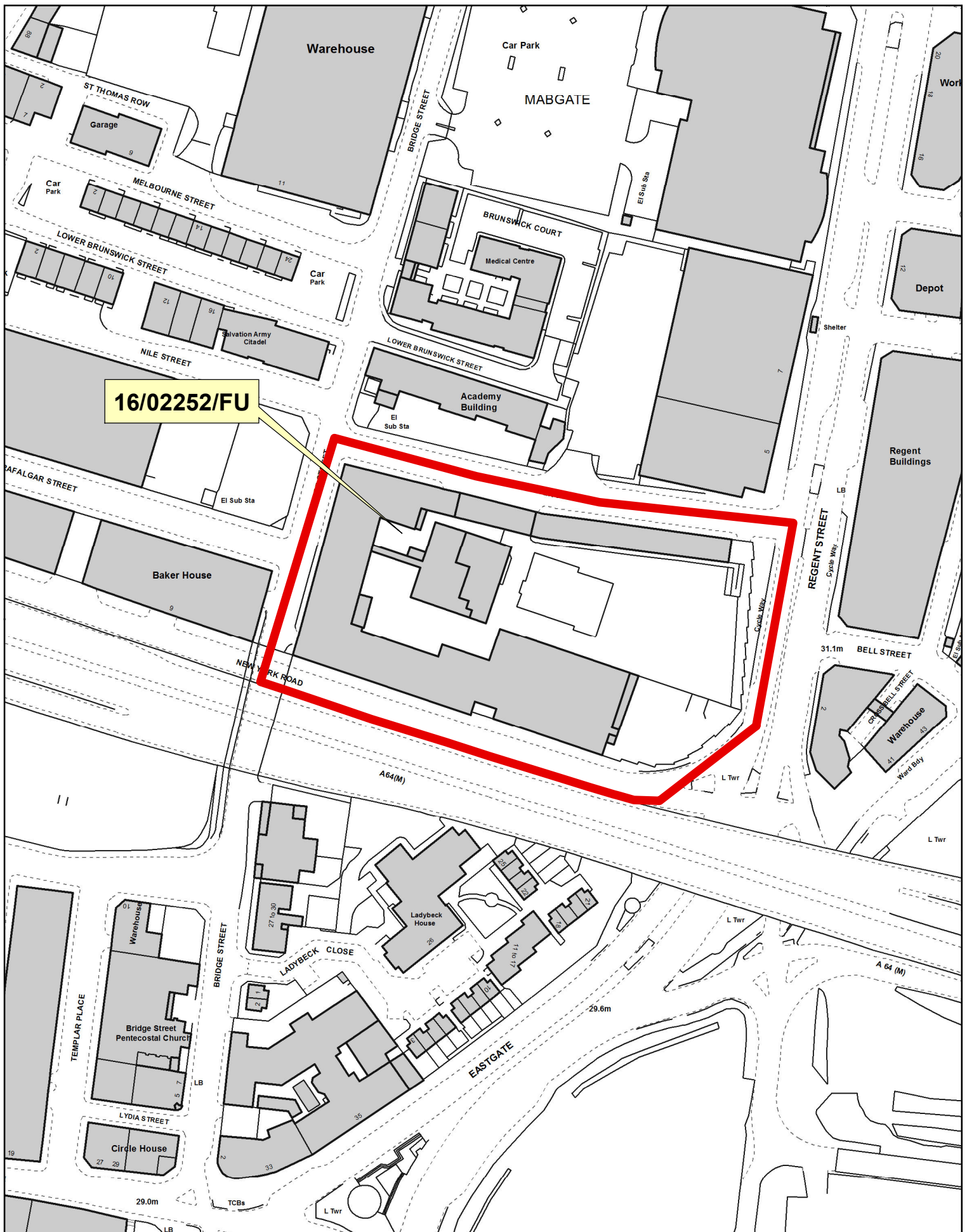
To ensure the provision, establishment and maintenance to a reasonable standard of landscaping in accordance with the approved proposals.

19) The hotel shall not be occupied until a plan, schedule and specification for landscape management has been submitted to, and approved in writing by, the Local Planning Authority. This shall include reference to planting and hard landscaped areas, including paving, seating and other features. The schedule shall identify the frequency of operations for each type of landscape asset and reflect the enhanced maintenance requirement of planted areas during the establishment period. It shall provide for an annual inspection during late summer for any areas of failed tree or shrub planting, and the identification of the replacements required in the autumn planting season. Prior to planting, all landscaped areas shall be cultivated and maintained in a weed free condition by mechanical cultivation or chemical control. Maintenance shall be carried out thereafter in accordance with the approved management plan.

To ensure successful establishment and aftercare of the completed landscape scheme.

20) The car park shall only be used by hotel staff and residents and for temporary servicing and deliveries associated with the hotel and shall not be used for any other purpose.

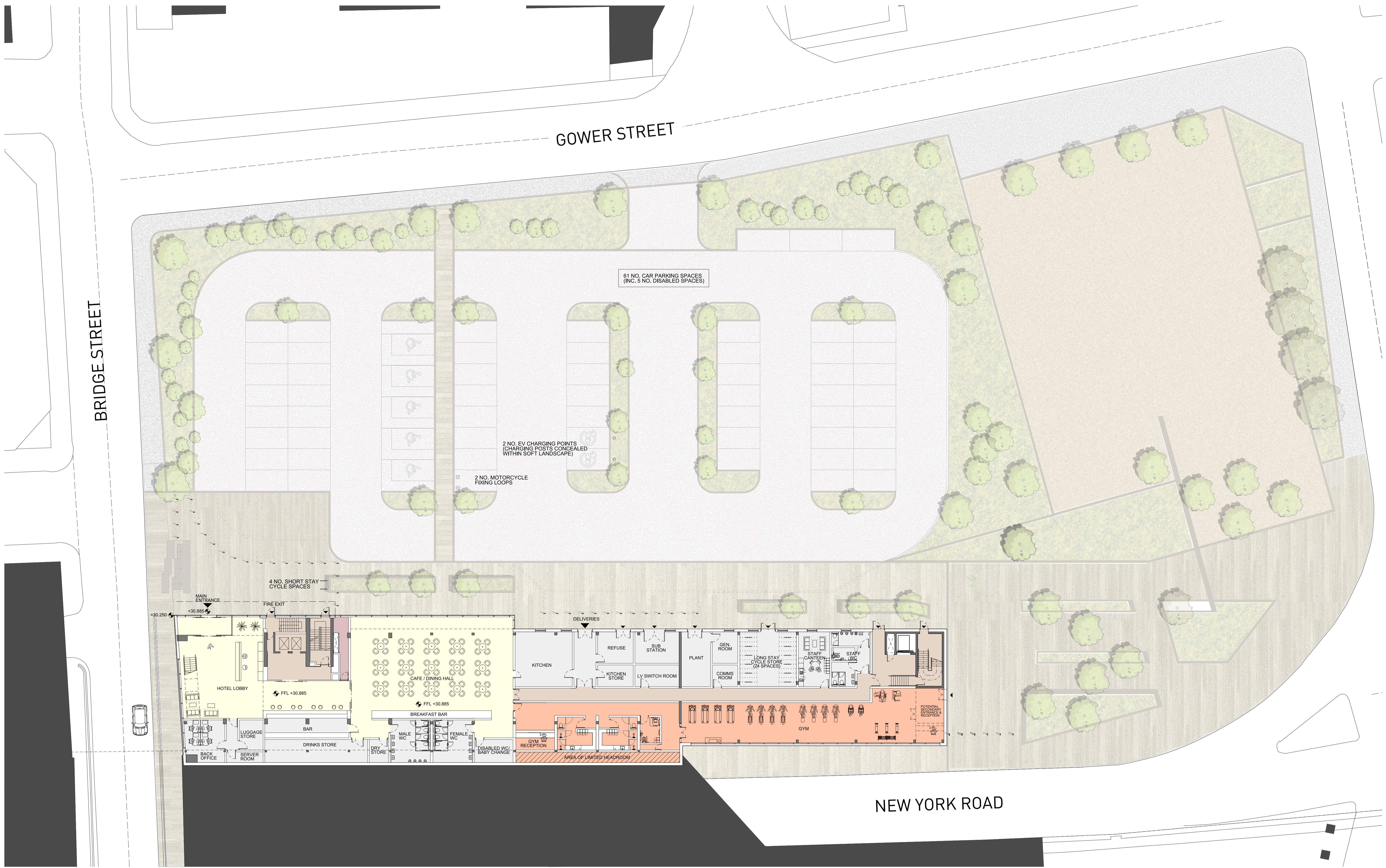
For the avoidance of doubt and to accord with Leeds City Council's Parking SPD.



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CITY PLANS PANEL



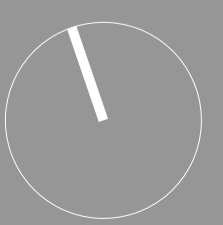


BRIDGE STREET

GOWER STREET

NEW YORK ROAD

KEY:	 Hotel Ancillary	 Hotel Bedroom	 Hotel Bedroom (Accessible)	 Gym
	 Storage	 Circulation Space	 Hotel BOH/ Plant	 Soft Landscaping/ Green Roof



BRIDGE STREET, LEEDS
 PHASE 1 - HOTEL DEVELOPMENT
 GROUND FLOOR PLAN

10043-A-Z1-G200-P-00-099 01
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 10043 1:200@A1 1:400@A3

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