



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 22nd July 2010

Subject: APPLICATION 08/05440/FU – 5 STOREY 78 BEDROOM HOTEL AT GLOBE ROAD/WATER LANE, HOLBECK, LS11 5QG

| APPLICANT | DATE VALID | TARGET DATE |
|------------------------------------|------------|-------------|
| Anthony Spencer and Richard Roe | 2/10/08 | 1/1/09 |

Electoral Wards Affected:

City and Hunslet

No

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: APPROVE the application in principle and DEFER and DELEGATE final approval 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:

- Public transport contribution of £119,276.
- Holbeck Urban Village (HUV) public realm contribution of £322,050.
- Travel Plan with monitoring fee of £2,500.
- 24 hour public access along the north-south pedestrian route and access between 0700-2300 hours along the Hol Beck walkway.
- Off site highway works (the closure of redundant vehicular access points, introduction of a service/drop off lay-by and Traffic Regulation Order (TRO contribution).
- Restriction of period of stay in the hotel to be no more than 3 months and for the hotel to remain as one planning unit to ensure the hotel does not revert to a residential use that would be liable to affordable housing obligations.
- Commitment to use reasonable endeavours to cooperate with LCC Jobs and Skills Service that seeks to employ local people in both pre and post construction phases.
- £600 monitoring fee for each of the public transport and HUV contributions

and off site highway works.

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. Standard time limit.
2. Samples of surfacing materials to be submitted.
3. Sample panel of all external materials to be approved.
4. Boundary treatments to be approved.
5. Prevention of mud/grit/dust nuisance during construction works.
6. Full details of hard/soft landscaping to be submitted.
7. Implementation of landscaping.
8. Details of external vents, flue pipes etc.
9. Delivery hours to be agreed.
10. Agreement of use for the 'active unit' and hours of operation.
11. Provision for storage and collection of litter and servicing arrangements.
12. Noise attenuation measures.
13. Details of construction management measures including contractors' cabins and parking, location of site hoardings to protect passing pedestrians, contractors' vehicle routes to and from the site, times of day during which construction can take place and location of construction access.
14. Provision of Flood Risk mitigation measures in accordance with the approved flood risk assessment (to include construction methods and evacuation procedures).
15. Provision of typical 1:20 detailed elevations for material joints, windows, entrances, eaves, reveals, soffits and the proposed roof top plant.
16. Details of any external lighting scheme to Holbeck. public spaces and building.
17. Provision of satisfactory disabled access to the site and buildings.
18. Standard Yorkshire Water and Mains Drainage conditions.
19. Requirement to meet BREEAM excellent.
20. All redundant access points be reinstated as footway.
21. Standard land contamination conditions.
22. Any designated off-site parking to be agreed.
23. Details of short and long stay cycle parking.

Reasons for approval: The application is considered to comply with policies GP5, GP11, GP12, BD2, BD4, BD5, T2, T5, T6, T24, A4, SA9, SP8, CC9, CC11, CC27, S1, BC7, N12, N13, N19 and N25 of the UDP Review, as well as guidance contained within the City Centre Urban Design Strategy September 2000, Public Transport Improvements and Developer Contributions 2008, Sustainable Development Design Guide 1998, Holbeck Urban Village (HUV) Revised Planning Framework (2006), PPS1, 'General Policies and Guidance', PPS4 'Planning for Sustainable Economic Growth', PPG13 'Transport' and, having regard to all other material considerations.

1.0 INTRODUCTION:

- 1.1 This application is brought to the Plans Panel because it is a significant major application, which has been the subject of lengthy officer negotiations and because the site closely relates to an outline application for a much larger scheme within Holbeck Urban Village (HUV).

- 1.2 The application proposes a five storey 78 bedroom hotel on the corner of Globe Road and Water Lane.
- 1.3 Members resolved to approve an office development of a similar scale on the adjacent site to the west at the September 11th 2008 Panel, this application is yet to be formally determined for reasons outlined in more detail below.

2.0 PROPOSAL:

- 2.1 Approval is sought for a five storey 78 bedroom hotel on the corner of Globe Road and Water Lane.
- 2.2 The 78 bedrooms are spread across floors 1-4 and consist of solely double rooms. The ground floor includes the reception, a bar/restaurant, small gym, ancillary 'active' unit (exact use to be agreed) plus servicing and back of house facilities. There is a plant room within the centre of the roof and roof terrace to the western edge of the building.
- 2.3 The building follows the shape of this triangular site abutting the Globe Road footway to the north but being set in from the Globe Road/Water Lane junction to the east, Hol Beck to the south and site boundary with the adjacent development site in the west to provide a walkway around the building and alongside Hol Beck.
- 2.4 The building is finished in a mixed palette of red and brown brick with elements of green copper panels providing interest and colour to various parts of the building including two wavy ribbons hanging vertically from the western elevation. The plant room is also clad in the green copper. The windows would have metal frames and be recessed behind the primary brick façade. At ground floor full height glazing dominates with the large glazed section separated by brick columns.
- 2.5 8 solar panels are located on the roof to assist the hot water system and an 'eco roof' is located on the area of the roof not accommodating the plant room or external terrace.
- 2.6 Prior to the Council introducing substantive highway works into Holbeck Urban Village, this development will carry out interim highway works that will include closing off the redundant vehicular access points and introduce a new lay-by to serve the hotel. There is no parking within the site.
- 2.7 The application is supported by the following documents:
- Design and Access Statement.
 - Planning Statement.
 - PPS25 Sequential and Exceptions Test.
 - Flood Risk Assessment (FRA).
 - Travel Plan (TP).
 - Environmental Site Assessment.
 - Quantative Risk Assessment.
 - Transport Assessment (TA).
 - Transport Statement.
 - Sustainability Report.
 - Environmental Noise Assessment.
 - Noise Assessment.
 - Acoustic Assessment.

- Atmospheric Dispersion Modelling Assessment.
- Biodiversity Objectives Statement.

3.0 SITE AND SURROUNDINGS:

- 3.1 The application site is located within the designated Holbeck Urban Village Planning Framework Area. It is a triangular site located at the junction of Globe Road and Water Lane, Hol Beck bounds the south of the site. The site is presently used for unauthorised long stay surface car parking.
- 3.2 The site is within the Holbeck Conservation Area and within close proximity to a number of grade II and II* listed buildings including the Italianate towers within the Towers Works site to the north.
- 3.3 The site formed part of the extensive Holbeck Estates landholdings in the area that include the adjoining site to the west and other land across Globe Road to the north west. Since submitting this application and other planning applications in the area Holbeck Estates have gone into receiverships. The receivers are now seeking to progress the applications to determination before looking to sell the land to a new developer.
- 3.4 Enforcement action is being taken against the unauthorised long stay car park on the site; this action is currently subject to an appeal.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 Outline permission (ref: 20/245/05/OT) was granted for a major development on a 1.24 hectare site to the west of the application site and on land to the northern side of Globe Road. This application consisted of the demolition of an existing building and erection of a mixed use development of 42,977m². (gross) comprising hotel, office use, residential use and active ground floor uses (class A2, A3, A4, A5, D1 and D2) with basement car parking. This was granted in December 2006.
- 4.2 Application 09/05209/EXT was submitted in December 2009 and seeks to extend the time limit for the major outline application referenced above. This application is currently under consideration.
- 4.3 Application 08/03808/FU relates to the adjacent site to the west and is a full planning application for a part 5 part 6 storey office building with ground floor active uses and basement parking. This application is by the same applicant and was deferred and delegated for approval at the 11th September 2008 panel. Since this date officers have been addressing the flooding issues with the Environment Agency, temporary highway works and the S106. These issues are now largely addressed and a decision expected to be issued shortly.

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 Discussions regarding the development of land at and surrounding the application site previously owned by Holbeck Estates Ltd have been ongoing for a number of years and began prior to the first submission of the major outline application 20/245/05/OT in June 2005.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 An advert was placed in the Leeds Weekly News on 23/10/08 and site notices were erected around the site on 10/10/08.
- 6.2 Leeds Civic Trust commented on the scheme in a letter dated 23/10/08. The Civic Trust state that the proposed use and scale of development is acceptable. However, it is considered that the design fails to add distinctiveness or diversity to Holbeck Urban Village (HUV) and good examples of buildings that mark a corner site can be found elsewhere in the city centre. The artist's impression implies curved sides to the building but this is not evident on the plans. There is little activity in the ground floor. The extensive glass to ground floor with solid structure above reverses the historic pattern of the area. The application fails to include proper signage. *Response: The design of the building and issues regarding the ground floor activity are discussed in detail below. Details of signage would be the subject of future applications for advertisement consent where appropriate. However, signage zones have been indicated within some of the glazing panels above entrance doors to the ground floor units and two small projecting signs are indicated to the sides of the building facing Globe Road and Water Lane. The signage zones appear acceptable in principle and it is considered that the indicative locations reflect the design and function of the building, although full details will be considered with any future advert consent application.*

7.0 CONSULTATIONS RESPONSES:

7.1 Statutory:

7.2 British Waterways: No objection.

7.3 English Heritage: Holbeck is an important conservation area and the proposed design is an appropriate modern design response to the site's historic context. EH have been involved in extensive pre-application discussions and consider the proposals enhance the conservation area and respect the setting of adjacent listed buildings.

7.4 Environment Agency: No objection subject to conditions requiring the details of construction methods adjacent to Hol Beck and evacuation procedures.

7.5 Non-statutory:

7.6 Highways: No objection to the revised ground floor layout showing all necessary doors opening inwards. It is acceptable to have no parking allocated to the hotel use. The interim highway works plan is acceptable.

7.7 Public Transport Officer: A contribution of £119,276 should be sought in accordance with the supplementary planning guidance.

7.8 Mains Drainage: No objection subject to conditions.

7.9 Highways Agency: No objection.

7.10 Contaminated Land Team: Conditions recommended.

7.11 West Yorkshire Police Architectural Liaison Officer: Appropriate glazing and street furniture should be considered to reduce the potential terrorist threat/impact. *Response: The type of glazing will be examined in more detail via building*

regulations applications and street furniture will be considered via the hard landscaping condition.

- 7.12 Transport Policy:** The revised Travel Plan is acceptable.
- 7.13 Access:** 5% of the total parking should be designated as parking for disabled motorists. Level access is required through the principal entrances and minimum door widths required. Glazing manifestations are required. *Response: Parking is not proposed on the site but disabled parking requirements will be provided on any off site parking agreed at a later stage. All other requirements are met by the proposals.*
- 7.14 Neighbourhoods and Housing:** Following the submission of additional acoustic reports, no objection.
- 7.15 Licensing:** A license would be required under the 2003 Licensing Act, nearby residents amenity would need to be considered.
- 7.16 City Services:** The refuse collection arrangements are acceptable.
- 7.17 West Yorkshire Archaeological Service:** There are no apparent archaeological implications attached to the proposed development.
- 7.18 Metro:** There are public transport services in the area and a contribution in accordance with the supplementary guidance should be sought. The majority of patrons will arrive by train with some also arriving by bus and the developer should enable improvements to the bus services. Metro support the provision of car club spaces. Real time information regarding public transport services should be made available and travel plan penalties should be included. *Response: The developer will be required to contribute to public transport improvements that could be used to enable local improvements to services. Public transport timetables will be made available as required by the Travel Plan. The Travel Plan also allows for the introduction of further agreed measures if targets are not being met and/or financial penalties as determined following the regular reviews of the Travel Plan.*

8.0 PLANNING POLICIES:

8.1 Development Plan Policies

- 8.2 Unitary Development Plan (Review 2006) (UDPR):** The site is located within planning proposal area 31A, Holbeck Urban Village, Holbeck Conservation Area and there are a number of listed buildings in close proximity. Relevant policies include:

Policy GP5: Proposals should resolve detailed planning considerations.

GP11, GP12 (Sustainable Design).

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

BD4: Seeks to minimise impact of plant and machinery.

BD5: Seeks to ensure a satisfactory level of amenity for occupants and surroundings.

T2: Development proposals should not create new, or exacerbate existing, highway problems.

T5: Satisfactory provision for pedestrians and cyclists.

T6: Satisfactory disabled access.

T24: Parking to reflect detailed UDP parking guidelines.

A4: Development and refurbishment proposals should be designed to secure a safe and secure environment, including proper consideration of access arrangements.

SA9, SP8: Promote development of City Centre role and status.

CC9/CC11: Enhancement of pedestrian routes.

CC27: Proposal areas within the City Centre.

S1: The role of the CC as the regional centre will be promoted.

BC7: Use of local materials in Conservation Areas

N12: Fundamental priorities for urban form.

N13: Requires all new buildings to be of high quality and have regard to character and appearance of surroundings.

N19: Development within or adjoining Conservation Areas should preserve/enhance the character and appearance of the Conservation Area.

N25: Boundaries should be appropriate to the character of the area.

8.3 **Relevant Supplementary Planning Guidance.**

8.4 **Public Transport Improvements and Developer Contributions (2008):** Developments that have a significant local travel impact will be subject to a requirement for paying a contribution towards public transport improvements.

8.5 **Holbeck Urban Village (HUV) Revised Planning Framework (2006):** The framework encourages buildings that respect key views of the towers on Tower Works and would enhance pedestrian permeability through the area. It indicates development of about 4 to 5 storeys as appropriate on the site.

8.6 **City Centre Urban Design Strategy September (2000):** Seeks to reinforce the positive qualities of character areas, re-establish urban grain, provide enclosure to streets, create visual interest, encourage excellent design, improve pedestrian connections, develop a mixture of land uses, promote active frontages and promote sustainable development.

8.7 **Sustainable Development Design Guide (1998):** This document provides useful information for developers and designers in how the principles of sustainability can be put into practice, it will eventually be replaced by the Sustainable Design and Construction SPD once adopted.

8.8 **National Planning Guidance**

8.9 PPS1 General Policies and Principles
PPS4 Planning for Sustainable Economic Growth
PPG13 Transport

9.0 **MAIN ISSUES**

- Principle of development and uses.
- Layout, scale, form and design and the impact on the Conservation Area (CA) and listed buildings.
- Highways issues.
- Sustainability.
- Section 106.

10.0 **APPRAISAL**

10.1 **Principle of development and uses.**

- 10.2 The site ('plot 5') is previously developed land and the proposed hotel use is an appropriate town centre use therefore the principle of development is in accordance with the national planning policy agenda of sustainable economic development. The development of a hotel on this site is compliant with the principles and objectives of the adopted Holbeck Urban Village (HUV) Revised Planning Framework that seeks a mix of uses in the area with active uses to ground floors and elements of public space and flows from UDPR policy CC27 (area 31A).
- 10.3 The hotel development includes ancillary gym, reception and bar/restaurant facilities at ground floor plus other service type uses and an independent 'active use' on the eastern point of this triangular building. The hotel active areas plus the independent active unit (exact use to be agreed by condition) would extend across approximately 70% of the frontage and is therefore considered to generate sufficient interest and activity in the ground floor of the building, in addition to the building design, to ensure the ground floor uses of the building has a positive impact on the streetscene.
- 10.4 Layout, scale, form and design and the impact on the Conservation Area (CA) and listed buildings.**
- 10.5 The application site is located within 'Area Statement 2. Tower Works' of the HUV Framework. Following detailed studies of the historic and current character of the area, the Framework promotes a number of aims for developments in the area to ensure proposals are appropriate in the context of the CA and listed buildings and improve connectivity within the area. The site layout of this individual plot has been developed in accordance with the wider masterplan for the former Holbeck Estates sites that in turn has followed the aspirations of the HUV Framework.
- 10.6 The site is a triangular site bounded by Globe Road to the north and Hol Beck and Water Lane to the south, these roads meet at the eastern edge of the site where the site narrows. The building form follows the site boundaries and therefore results in a building with an interesting triangular footprint that follows the historic street pattern but with a curved finish to the eastern edge. The building is to the back edge of the footway to Globe Road, another historic precedent, but importantly, it is set in from the east, south and western boundaries to ensure footways can be introduced to meet the connectivity aspirations of the HUV Framework. A new walkway is introduced adjacent to Hol Beck that will significantly increase the visibility of the beck, a key aspiration of the HUV Framework. This walkway will link into a similar walkway proposed at the site to the west (known as plot 4B, planning reference 08/03808/FU). The space remaining adjacent to the main hotel reception at the western end of the building will directly link with the open space agreed for plot 4B and therefore assist in delivering a wide north-south pedestrian connection from Water Lane to Globe Road and therefore linking the Round Foundry and Tower Works.
- 10.7 The site layout is also strongly influenced by the key views of the prominent listed buildings in the area, primarily the Italianate towers within Towers Works. The masterplan for the former Holbeck Estates land acknowledged these key views and therefore plot 5, the application site, was set out in accordance with this masterplan. Views of the Italianate towers are protected from both the east and west of the site and with the adjacent building on plot 4B, frames a view of the Giotto Tower from Water Lane.

- 10.8 The site forms part of a masterplan that delivers significant open spaces in addition to the enhanced connections discussed in 10.6 above. The space to the west of the building is delivered as a shared space with plot 4B and would ensure not only enhance links and space between buildings but also an appropriate entrance area to the proposed hotel.
- 10.9 The proposed building is 5 storeys in height with a further storey providing a plant room in the centre of the roof. The scale of the building has been determined by the historic context and further ensures key views of the Italianate Towers are retained. The scale is comparable with the Tower Works approval and building approved at Panel for the adjacent site, plot 4B, to the west.
- 10.10 The scale of 5 storeys is greater than the four storeys promoted by the HUV Framework. However, the hotel floor to ceiling heights is just three metres therefore the overall scale of the proposal is lower than a 4 storey office building of typical 4m floor to ceiling heights.
- 10.11 The scale of the development is considered to respect the scale of existing and proposed buildings in the CA and fully respect the setting and key views of the listed buildings and complies with the aims of the HUV Framework. An acceptable scale for the site was determined following a number of workshops with officers, English Heritage and the Civic Trust.
- 10.12 The HUV Framework seeks buildings to be of good contemporary architecture whilst reinforcing the special character of the CA, the buildings should be in traditional materials such as red brick.
- 10.13 The architecture of the building accords with these aims and proposes a simple and low key approach so as not to appear dominant over the listed structures to either side. A blend of traditional brick with punched windows reflects the historic precedents in the area. The ground floor is primarily glazed to increase activity and there are thick brick columns that project through to the ground to ensure the building does not appear lightweight or top heavy but retains its traditional feel.
- 10.14 Copper is used to add further interest and detailing to the building and is added both horizontally and vertically within the punched and recessed window settings and to the roof top plant room. The western elevation also includes a decorative copper ribbon above the main reception and a bar/restaurant entrance.
- 10.15 Samples of the proposed materials will be made available at panel.
- 10.16 The proposed scale, form, layout and design of the building are considered to respect the buildings location within the Holbeck CA and setting of the listed buildings. The site fully accords with connectivity aspirations and will introduce a building of quality design to this prominent corner site.
- 10.17 Highways Issues**
- 10.18 The basement of the adjacent plot 4B was originally intended to deliver 23 parking spaces for the proposed hotel at plot 5. However, since the original applicant went into receivership it is possible that plots 4B and 5 will be sold individually and delivered by separate developers. As such, the parking under plot 4B cannot be allocated to plot 5.

- 10.19 The Council's car parking guidelines do not insist upon a minimum level of car parking provision, particularly where site have good access to public transport and the lack of car parking provision would not result in adverse highway conditions. Furthermore, the HUV Framework seeks to reduce the reliance on car use and recognises that some uses may be developed with no car parking provision.
- 10.20 The site is located within easy walking distance of public transport facilities and other city centre facilities. There are strong on-street parking controls that would prevent adverse parking conditions occurring in the vicinity if the site. The development would provide a lay-by on Globe Road which would allow for servicing, deliveries and drop-off to the site and waiting restrictions on Globe Road and Water Lane where necessary. There are examples of other successful hotel operators within the city centre where no car parking is provided without any adverse impact on local amenities such as the Park Plaza and Golden Lion. It is also considered that patrons can make the choice as to which city centre hotel to use subject to their public transport and parking requirements.
- 10.21 The Travel Plan (TP) and designated TP Co-ordinator promote non-car modes of transport and secure long and short stay cycle parking will be provided within the site and up to two car club spaces adjacent to the site as necessary. The TP co-ordinator will ensure all sustainable modes of transport are promoted and utilised by staff and visitors. TP targets will be identified following the initial 3 month survey and if these targets are not met further restrictive measures will be introduced as agreed.
- 10.22 It is therefore considered that the lack of designated car parking for the proposed development is unlikely to have an adverse impact on local amenities and can be accepted in this case.
- 10.23 Despite this, the conditions permit for off-site parking to be agreed at plot 4B or another site in the vicinity if the hotel developer required some parking at a future date. This is in recognition of the fact that the Council has recently resolved to approve proposals for a privately operated multi-storey car park on Sweet Street to the south which can be used to provide dedicated parking for sites within the locality where on-site provision is not possible due to physical constraints or listed building constraints.
- 10.24 The Council has identified a major highway and public realm improvement scheme for the area. The enhancements in the immediate vicinity of the site include the introduction of a wide footway to the south of Hol Beck on Globe Road and therefore reducing Water Lane to one way only and enhancing visibility of Hol Beck plus the introduction of a lay by on Globe road. It may be many years before the Council can commit to introducing these highway works therefore an interim highway works plan has been agreed that introduces the necessary highway amendments to deliver the proposed hotel without prejudicing the Council works. Such amendments include the closure of redundant vehicular crossovers and the introduction of a service/drop off lay-by. The interim off-site highway works also include the requirement to fund the preparation, processing and implementation of a traffic regulation order to control parking in the proposed lay-by on Globe Road and to amend the existing waiting restrictions on Globe Road and Water Lane where necessary.

10.25 Sustainability:

10.26 The proposal will deliver a BREEAM 'Excellent' building and has the potential to be an exemplar building. Sustainability measures to be delivered include a brown/eco roof, nesting boxes and 8 solar panels to be used for the hot water system.

10.27 Section 106

10.28 The section 106 agreement has been under discussion in recent months and the document is nearing completion. The section 106 will ensure delivery of the following:

- Public transport contribution of £119,276.
- Holbeck Urban Village (HUV) public realm contribution of £322,050.
- Travel Plan with monitoring fee of £2,500.
- 24 hour public access along the north-south pedestrian route and access between 0700-2300 hours along the Hol Beck walkway.
- Off site highway works (the closure of redundant vehicular access points, introduction of a service/drop off lay-by and TRO contribution).
- Restriction of period of stay in the hotel to be no more than 3 months and for the hotel to remain as one planning unit to ensure the hotel does not revert to a residential use that would be liable to affordable housing obligations.
- Commitment to use reasonable endeavours to cooperate with LCC Jobs and Skills Service that seeks to employ local people in both pre and post construction phases.
- £600 monitoring fee for each of the public transport and HUV contributions and off site highway works.

10.29 As part of Central Government's move to streamlining the planning obligation process it has introduced the Community Infrastructure Levy Regulations 2010. This came in to force on April 6th 2010 and will require that all matters to be resolved by a Section 106 planning obligation have to pass 3 statutory tests. The relevant tests are set out in regulation 122 of the Regulations and are as follows:

'122(2) 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.

10.30 There are 7 matters to be covered by the S106, these 7 matters have been considered against the current tests and are considered necessary, directly related to the development and fairly and reasonably related in scale and kind to the development.

11.0 CONCLUSION

11.1 The proposed development has been subject to detailed discussions to ensure the proposal complies with the masterplan exercise undertaken for the adjacent sites and fully respects its setting within a conservation area adjacent to many listed buildings. The scale, form and appearance accords with the HUV Framework aspirations for this area and is considered to deliver an attractive and interesting

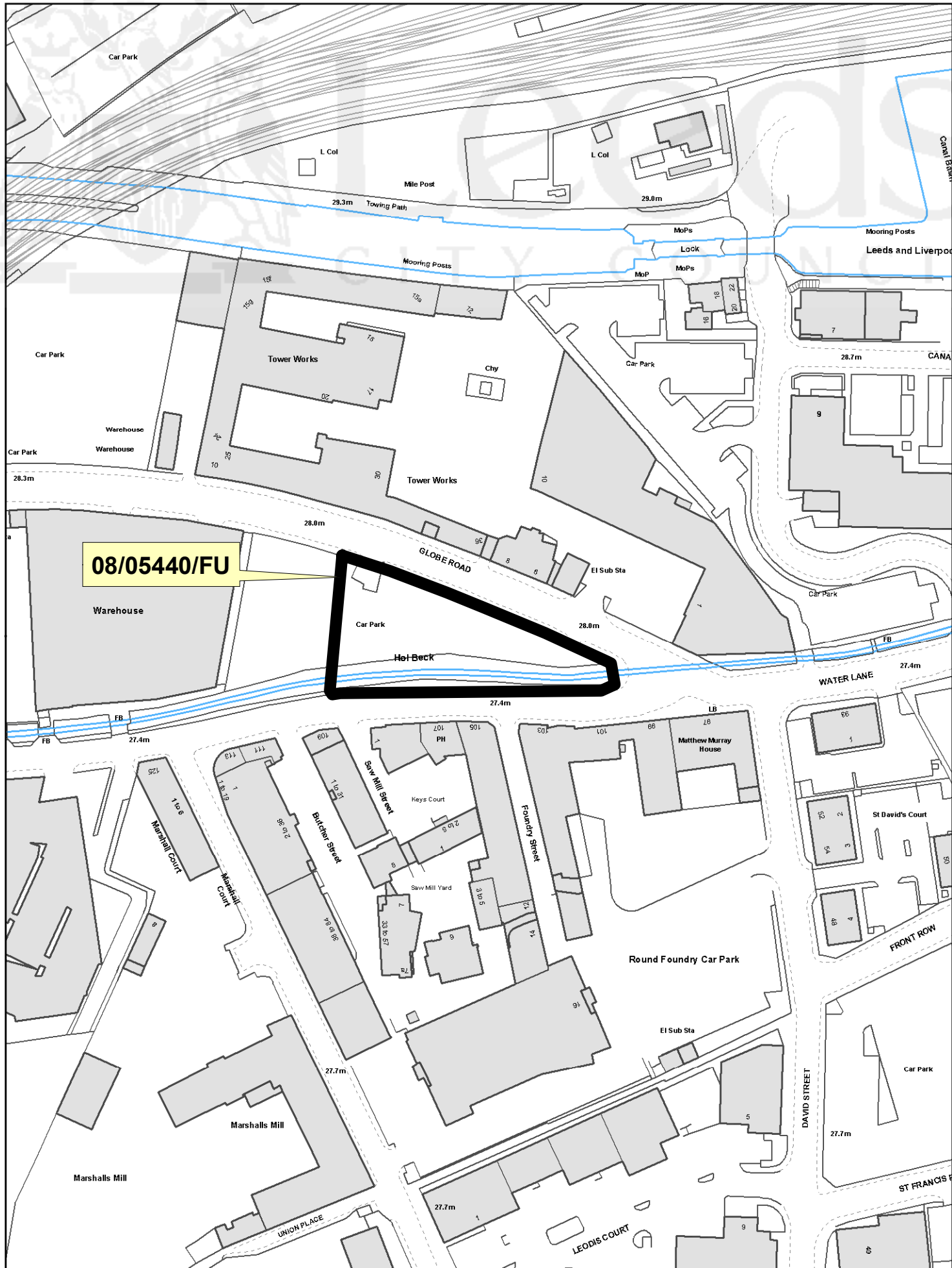
building on this important site. The building will have a high sustainability rating and will significantly enhance the visual connectivity with Hol Beck.

Background Papers:

Application file 08/05440/FU.

Certificate of Ownership signed by the original agent on behalf of the original site owner.

The new agent and receivers have no taken control of the application/site.



CITY CENTRE PANEL

Scale 1/1500

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