



Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 10th FEBRUARY 2011

Subject: PROPOSED STUDENT ACCOMMODATION, RETAIL UNIT AND LANDSCAPING AT LEEDS METROPOLITAN UNIVERSITY CITY CAMPUS, CALVERLEY STREET, WILLOW TERRACE ROAD AND WOODHOUSE LANE, LEEDS. REFERENCE 10/05541/FU

APPLICANT

John McAslan & Partners

DATE VALID

8/12/10

TARGET DATE

9/03/11

Electoral Wards Affected:

City and Hunslet

No

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 (and any others which he might consider appropriate) and the completion of a Section 106 agreement, to include the following obligations; public transport contribution £29780; travel plan and monitoring fee £2625; management and accessibility to public areas; protection of a landing point for Inner Ring Road bridge; contribution of £26,000 towards loss of pay and display parking space on Calverley Street; employment and training initiatives; occupation of residential accommodation by full time students only; Section 106 management fee. In the circumstances where the Section 106 has not been completed within 3 months of the resolution to grant planning permission the final determination of the application shall be delegated to the Chief Planning Officer.

Conditions

- 1 3 Year Time Limit
- 2 Notification of Commencement
- 3 Development to be in accordance with approved plans.
- 4 Details of contractor's storage and parking.

- 5 Details of methods to control dirt, dust and noise during construction.
- 6 Protection of trees during course of development.
- 7 Retail unit only to sell groceries, stationary, toiletries, confectionary, drinks, newspapers, sandwiches and snacks.
- 8 1:20 new build, window insert, shopfront details.
- 9 Details and sample panel of all external facing and surfacing materials including colour and finish of window systems, and glass reinforced concrete skin.
- 10 Details of proposals for exposed edge to building D.
- 11 Laying out of junction to Woodhouse Lane, access road and parking spaces.
- 12 Loading space to be provided on Calverley Street prior to occupation of retail unit.
- 13 Parking spaces only to be used by residents and staff at city campus.
- 14 Cycle, motorcycle and disabled person's parking to be provided.
- 15 Schedule of tree works to retained trees
- 16 Details of hard and soft landscaping including external lighting, steps, ramps, retaining walls, bicycle storage, balustrades, fencing, bollards and benches.
- 17 Implementation of hard and soft landscaping and landscape management.
- 18 Remedial landscaping works if planting fails
- 19 Details of method, storage and disposal of refuse.
- 20 Land contamination investigation and remedial work if found necessary.
- 21 BREEAM very good to be achieved.
- 22 Post construction review of sustainability measures.
- 23 Separate systems of drainage.
- 24 Development to be in accordance with the Flood Risk Assessment.
- 25 Sound insulation scheme to protect residents from road traffic noise to a good standard.
- 26 Post completion sound test.

Reasons for approval:

The application is considered to comply with Regional Spatial Strategy policies YH1, YH2, YH4, LCR1, ENV5, E1, E2, E3, T2, T3 and T5; and Unitary Development Plan Review policies SA1, SA2, SA5, SA7, SA9, GP5, GP7, GP11, N12, N13, N23, N25, N51, T2, T2D, T5, T6, T7A, T7B, T24, H4, H15A, S9, R5, A4, CC1, CC3, CC5, CC7, CC8, CC10, CC12, CC3, CC21, CC27, BD2, BD3, BD4, BD5 and LD1, and having regard to all other material considerations the application is recommended for approval.

1.0 INTRODUCTION

- 1.1 Leeds Metropolitan University disposed of a significant area of the city campus site following construction at the Rose Bowl and development of premises on Clay Pit Lane. Downing, the developer of Broadcasting Place, acquired the northern half of the campus in 2010. The area comprises large, redundant buildings and underused open space. Existing connectivity across the site is poor due to a combination of building density and arrangement, low quality landscaping and a significant change in levels. The application is brought to Plans Panel as the proposals involve major regeneration of a significant site within the Education Quarter.
- 1.2 The developer's team presented the emerging proposals to Plans Panel on 14th October 2010 following a Panel site visit. A summary of comments is included at paragraph 4.2. Following further pre-application discussion the current scheme was submitted in December 2010. The proposals involve the removal of the low

buildings; the refurbishment of retained buildings and the addition of one building, comprising a total of 568 student bedrooms. A new retail building is proposed fronting Calverley Street. Central to the scheme is the delivery of a new public square with connections and pedestrian access across the whole of the site. Existing greenspace will be enhanced and supplemented. The proposals also help to unlock further development potential in the southern, vacant part of the campus which has recently been acquired by Downing.

- 1.3 It is intended to commence construction in Spring 2011 such that the site is ready for occupation in September 2012.

2.0 SITE AND SURROUNDINGS

- 2.1 Leeds Metropolitan University (LMU) city campus is a large rectangular area bounded by Calverley Street, Willow Terrace Road, Portland Way, Woodhouse Lane and the Inner Ring Road to the north of the city centre. It is currently characterised by denser built forms towards the eastern side and a more open setting with generous grassed spaces containing protected trees on the northern and western edges. The southern portion of the site was cleared of redundant educational buildings during 2007/8. Levels fall by more than 10 metres from the northern to southern extremes of the site. The Inner Ring Road to the north is in a cutting.

- 2.2 The existing buildings were constructed in the late 1960's to the designs of Yorke, Rosenberg and Mardall Architects. The buildings are on a northeast-southwest axis casting shadows over the landscape for much of the day.

- 2.3 The application site comprises the northern half of the campus entailing blocks F, G and H together with the open space to the north, the surface car park adjacent to Woodhouse Lane and the undercroft car park beneath the southern part of block H. An existing vehicular access off Woodhouse Lane provides access to both car parks in addition to LMU buildings to the south. There is also a service access on Calverley Street adjacent to block F.

- 2.4 The surrounding area is mainly characterised by institutional and civic uses. The University of Leeds campus is located directly to the north of the Inner Ring Road. Leeds General Infirmary is across Calverley Street to the west and beyond Portland Way to the south are the Civic Hall and the LMU Rosebowl building. The Dry Dock, greenspace and the Woodhouse Lane multi-storey car park are situated to the east beyond Woodhouse Lane.

- 2.5 The campus is located between the University Conservation Area, the City Centre Conservation Area and Queen Square Conservation Area. The Civic Hall is grade II* listed. Trees around the site are protected by Tree Preservation Order (No.22) 2007.

3.0 PROPOSALS

- 3.1 The current scheme has been prepared by John McAslan + Partners (JMA) on behalf of Downing.

- 3.2 The proposals involve the change of use of block F (adjacent to Calverley Street) and block H1 (closest to the Inner Ring Road) to student accommodation. These buildings would contain a total of 472 bedrooms. The existing concrete grid of these buildings would be retained, cleaned and repaired. The single glazed windows would be replaced with a window system with metal infill panels designed to

respond to the variation between the grid of the building and the partitions of the study bedrooms. It is proposed that the panels have a natural sheen and lustre to contrast with the concrete grid. The final detail and colour would be subject to the submission of a full size sample panel which is controlled by condition 9.

- 3.3 A new skin of glass reinforced concrete faces are proposed at the base of blocks F and H1. The skin would serve to suitably ground the buildings and to protect areas which have not previously been exposed. It would also help to define routes through the site and help to identify building entrances.
- 3.4 Following Plans Panel in October it is now proposed to remove the entirety of the structure to the south of block H that sits above the existing car park. A 4-storey light weight steel framed building approximately half the width of that existing would be constructed over the retained undercroft parking. The building is referred to as H2. The frame of the building would be clad in glass reinforced concrete. The infill panels would have an aluminium window system with a combination of clear and opaque glass panels. The building would contain 96 bedrooms. Though separate from the retained building (H1) the undercroft space would be linked to H1 by a corridor running beneath the proposed new pedestrian route which separates the buildings. The undercroft area would accommodate 21 standard parking spaces and 2 disabled parking spaces, in addition to 145 long stay cycle spaces. As with blocks F and H1, the primary access into H2 is from the proposed new area of open space, Campus Square.
- 3.5 A total of 568 bedrooms are proposed in the development. Four different bedroom types are proposed; standard, adaptable, premium and studio. Bedrooms will be clustered in groups of no more than 6. All standard, adaptable, premium rooms have ensuite shower or bathroom facilities whilst the studios will be self contained with their own kitchen, bedroom, living room and bathrooms. There will be 11 adaptable bedrooms and 18 adaptable studios able to be fitted out to current Part M and BS8300 standards.
- 3.6 It is proposed to extend block F at lower ground level towards Calverley Street to create a new retail shop and frontage in place of existing surface parking. The height and materiality of the structure would be the same as the base of block F. The building with a total area of 375 square metres would be serviced from Calverley Street.
- 3.7 As noted at paragraph 3.4 the demolition of the lower element of block H enables the provision of a new tree-lined pedestrian route from Woodhouse Lane into the heart of the site (referred to as Campus Way). Due to space constraints between block H1 and H2 it was found that it was not possible to provide a ramp in this area and two sections of steps are required to accommodate the change in levels. A detailed investigation was undertaken in conjunction with the Access Officer to ensure that the optimum solution for the change in levels can be delivered. As a result Campus Way branches into two sections close to Woodhouse Lane piazza, a new space adjacent to the Inner Ring Road bridge. The second route is a graded route curving to the west side of block H1 terminating at the opposite corner of block H1 to the stepped route.
- 3.8 In conjunction with the provision of Campus Way and Woodhouse Lane piazza the existing surface car parking is replaced with a new soft landscaped area strengthening the existing green edge alongside the Inner Ring Road. The existing vehicular access onto Woodhouse Lane is modified in response to the formation of Campus Way and to improve turning manoeuvres from Woodhouse Lane. 21

parking spaces would be provided alongside the access road, including 2 new disabled persons parking spaces.

- 3.9 Block G, which is located between blocks F and H, is to be demolished. The area formed through the demolition of this building enables the creation of a new, level, public space at the heart of the campus (Campus Square) linking directly with the new Campus Way routes. The principal dimensions of this space which would accommodate benches and ornamental planting are 25m x 40m. A combination of seating steps, standard steps and a ramp are proposed on the north-eastern flank of the space to address the edge of the square; to provide informal seating and viewing areas and to accommodate the change in levels across this part of site.
- 3.10 Communal space to the west side of block H1 will help to strengthen the western Campus Way route and will improve security and surveillance over this area of the site. The terrace will provide external seating and provide additional access to the greenspace, Campus Green. It is envisaged that Campus Green will provide opportunities for passive recreation, gathering and outdoor learning. A limited number of trees need to be removed to deliver accessibility requirements but these will all be replaced with suitable new tree stock.
- 3.11 The south-west fringe of the site abuts Calverley Street and Willow Terrace Road. Routes both sides of block F will terminate at a new hard surfaced space to the front of the proposed new retail unit. The adjacent off-site highway apron will be resurfaced at the same time. In the north west corner the existing pedestrian footpath along Willow Terrace Road will be increased in width within the site to improve pedestrian safety and accessibility.
- 3.12 It is intended that the development is commenced in Spring 2011 in order to allow it to be completed in time for occupation by students in September 2012.

4.0 PLANNING HISTORY

- 4.1 Since construction in the late 1960's the wider site remained largely unchanged until the late 1990's when the Leslie Silver building was constructed adjacent to Woodhouse Lane. Following demolition of buildings to the north of the junction of Portland Way and Calverley Street pre-application proposals for the wider site were considered by Plans Panel in March 2008. Downing, the developer of Broadcasting Place on the former BBC site to the north, acquired the northern half of the campus site in 2010. The developer's team presented the emerging pre-application proposals for this area of land, which forms the subject of the current planning application, to Plans Panel on 14th October 2010 following a Panel site visit.
- 4.2 Plans Panel commented on the following matters:
- Whether there was any benefit in improving access across the site; and how gradients would be adapted to ensure the site was accessible for all.
 - What the life expectancy of the existing buildings is; whether the buildings would be cleaned and whether it was logical to retain part of the gallery/theatre building.
 - A significant and unacceptable loss of greenspace would result if proposals for the development plot are brought forward.
 - The aspiration to have an additional link over the Inner Ring Road and to join the sites together.

- The need for the public space not to be adversely affected by noise or wind and to be delivered in a single phase.
- The importance of creating a safe environment.
- What the proposals were for existing and proposed car parking.

5.0 CONSULTATIONS

5.1 Statutory

Environment Agency (6.1.11) A condition is recommended which requires the development to be in accordance with the Flood Risk Assessment.

LCC Highways (12.1.11) The predicted modal split in the Transport Assessment does not appear to be consistent with the location. However, there would be an overall reduction in trips and the proposals will have a reduced impact on the highway network compared to the existing use.

The Traffic Regulation Order on Calverley Street will need amending to accommodate a loading/unloading area. Compensation for the loss of pay and display spaces is needed.

Conditions are suggested regarding surfacing, gradients of vehicular areas, and details of cycle storage.

5.2 Non statutory

Yorkshire Water (24.1.11) No objection in principle to the development.

LCC Access (24.1.11) The scheme overcomes difficult levels and topography well. The proposals are well thought out in terms of access.

LCC Travelwise (11.1.11) Minor adjustments to the Travel Plan are suggested.

LCC NGT (5.1.11) The development will generate a large number of trips of which a proportion will have to be accommodated on the public transport network. A contribution of £29780 is required in accordance with the SPD. The proposals enable a landing for a new footbridge over the Inner Ring Road to free up carriageway space on Woodhouse Lane for NGT. No objection.

LCC Public Rights of Way (6.1.11) There are no definitive or claimed rights of way crossing the site.

LCC Environmental Protection Team (20.1.11) The residential accommodation should have a good standard of internal noise (not greater than 30dB LAeq). The noise attenuation scheme should include means by which habitable rooms can be effectively cooled and rapidly ventilated without the need to open windows.

An air quality report was submitted and modelling provided. The report concludes that air pollution levels will not be above the action level. EPT confirmed that that the air pollution levels at the development will be acceptable.

6.0 PUBLIC/LOCAL RESPONSE

- 6.1 Site notices advertising the application were erected on Woodhouse Lane and Calverley Street on 17th December 2010. The application was also advertised as a Major development in Leeds Weekly News on 30th December 2010.
- 6.2 Leeds Civic Trust (19.1.11) supports the scheme, including the sustainable re-use of buildings and the provision of student accommodation which will add to the vitality of the area while reducing the impact on residential areas of Headingley. LCT support the approach to design but comment that material details need to be identified early on; that additional tree planting should take place now if subsequent development will lead to the loss of trees; and question the need for wider community consultation.

7.0 POLICY

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

7.1 Regional Spatial Strategy

- 7.1.1 The Regional Spatial Strategy (RSS) sets out the strategic priorities for the region until 2026. A number of the policies in the RSS are relevant to the proposal emphasising the role of Leeds as a regional centre, the need for a quality environment with encouragement to the reuse of previously developed land, and the role of city and town centres as the focus for activity.
- 7.1.2 The overall approach of the RSS highlighting the importance of achieving more sustainable patterns and forms of development, investment and activity is set out in Policies YH1 and YH2. Policy YH4 indicates that regional cities should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities in the region. Regional cities should develop a strong sense of place with a high quality public realm and well designed buildings within a clear framework of routes and spaces.
- 7.1.3 LCR1 states that the role of Leeds as a regional city should be developed by accommodating significant growth in jobs and homes and continuing to improve the city centre's offer of high order shops and services (A2); supporting the roles of Leeds and Bradford as major engines of the regional economy (B1); connecting disadvantaged communities to job opportunities (B4); and ensuring strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel (D1).
- 7.1.4 Policy ENV 5 promotes energy efficient buildings. Policy E1 encourages investment in locations where it will have the maximum benefit and secure competitive advantage (B); improve links between job opportunities, skills development, business investment and the needs of excluded communities. Policy E2 indicates that the centres of Regional Cities should be the focus for leisure, entertainment, arts, culture, and tourism across the region (A). Development, environmental enhancements and accessibility improvements should take place to create a distinctive, attractive and vibrant sense of place and identity for each centre (B). Proposals should make use of appropriately located previously developed land (E3).
- 7.1.5 The Regional Transport Strategy forms part of the RSS. Policy T1 identifies aims for personal travel reduction and modal shift to modes with lower environmental impacts. This ambition is supported by Policy T2 (parking policy) and Policy T3

(public transport). Policy T5 states that access to all main destinations should be improved. Access for all groups in society should be enhanced (B1).

7.2 Unitary Development Plan Review (UDPR)

7.2.1 The area forms part of the designated Education Quarter. The main objective of the designation is to facilitate the universities main functional requirements on site, reinforce its distinct sense of place, improve linkages with the rest of the city centre and encourage the provision of extra student housing. The site contains a protected pedestrian corridor which runs from Woodhouse Lane across to Calverley Street.

- SA1 Protect and enhance the quality of the environment.
- SA2 Encourage development in locations that reduce the need for travel.
- SA5 Ensure that a wide range of shops is available in locations where there is a choice of means of transport.
- SA7 Promotes the physical and economic regeneration of urban land and buildings.
- SA8 Ensure that all the community have safe and easy access to facilities.
- SA9 Promotes the development of the city centre.

- GP5 Detailed planning considerations to be resolved
- GP7 Planning obligations
- GP11 Development must meet sustainable design principles

- N12 Priorities for urban design
 - i Development should create a series of linked and varied spaces defined by buildings and landscape elements
 - ii New buildings should be of good design,
 - iii Developments should respect the character and scale of buildings and the routes that connect them.
 - iv Movement on foot and bicycle should be encouraged.
 - v Developments should assist people to find their way around.
 - vii Design and facilities should reflect the needs of those with restricted mobility.
 - viii Visual interest should be encouraged.
 - ix Development should be designed to reduce the risk of crime.

- N13 All new buildings should be designed to a high quality and have regard to the surroundings. Contemporary design will be welcomed.
- N19 Development within or adjacent to conservation areas should preserve or enhance the character and appearance of the area
- N23 Space around new development should provide a visually attractive setting. Existing features which make a positive contribution should be retained.
- N25 Boundaries of sites and paving materials.
- N51 New development should enhance wildlife habitats.

- T2 New development to be adequately served by highways and not to materially add to problems of safety, environment or efficiency on the highway network; be capable of being adequately served by public transport; to make adequate provision for cycling
- T2D Developer contributions where public transport accessibility would otherwise be unacceptable.
- T5 Satisfactory safe and secure access for pedestrians and cyclists.
- T6 Provision for people with mobility problems.

T7A, T7B, T24 Cycle parking, motorcycle parking requirements and car parking guidelines.

H4 Residential development on sites not identified for that purpose in sustainable locations.

H15A Promote student housing outside the area of housing mix where:
i The site has good connections by public transport, on foot, or by cycle to the universities
ii Site is attractive to students and of sufficient scale;
iii Integrated into the surrounding area in terms of scale, services and facilities;
iv Contributes to the regeneration of the surrounding area.

S9 Small scale retail development criteria.

R5 Opportunities will be sought to secure appropriate employment and training associated with construction and operation of the development.

A4 Design of safe and secure environments, including consideration of access arrangements, public space, servicing and maintenance, materials and lighting.

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

CC1 Planning obligations in the city centre.

CC3 Character of the city centre maintained by encouraging good design of buildings and spaces and upgrading the environment.

CC5 Development in conservation areas or its immediate setting must preserve or enhance the character of the area.

CC7 Redevelopment of city centre tower blocks encouraged.

CC8 New street patterns to respect spatial character and grain of the city.

CC10 Minimum of 20% of the developable site area of sites over 0.5 hectares to be allocated as public space.

CC12 New public spaces must integrate with the existing pattern of streets

CC13 New public spaces should be imaginatively designed and complement their location.

CC21 Ancillary shopping accepted outside the Prime Shopping Quarter providing it contributes to overall planning objectives in the quarter.

CC27 Identifies principal use quarters, including the Education Quarter. Proposals for other uses in the quarter will be encouraged which:

i Service the quarter

ii Add variety in land use and contribute to the vitality of the city centre.

iii Support the attractiveness of the area for the principal use.

The main objectives of the Education Quarter are to:

i Facilitate the universities consolidation and expansion in the city centre

ii Retain and enhance the quarter and reinforce its sense of place;

iii Improve the interlinkages with the city centre;

iv Encourage the provision of extra student housing;

v Ensure appropriate levels of parking; and

vi Resolve vehicular access and circulation.

7.2.2 UDPR Appendices

Policies within the appendices typically elaborate policies in the main document. Policies BD2, BD3, BD4, and BD5 identify building design requirements. Policy BD15 encourages public art. LD1 sets out requirements for landscape schemes. Minimum and maximum car parking, motorcycling and cycle parking guidelines are set out in Appendix A9.

7.3 Supplementary Planning Guidance, other guidance and emerging policy

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

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

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

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

7.4 National Policy

- PPS1 Delivering Sustainable Development (January 2005)
- PPS3 Housing (November 2006)
- PPS4 Planning for Sustainable Economic Growth (December 2009)
- PPS5 Planning for the Historic Environment (March 2010)
- PPG13 Transport (March 2001)

8.0 KEY ISSUES

1. Principle of development
2. Building and landscape design
3. Transport
4. Sustainability
5. Diversity and equality
6. Section 106

9.0 APPRAISAL

9.1 Principle of development

- 9.1.1 The site is situated in close proximity to the city centre and would involve the sustainable re-use of redundant buildings and effective redevelopment of the previously developed land. The principal use for student accommodation, together with ancillary retail development, would be entirely in accordance with the objectives identified for the Education Quarter (UDPR policies CC27, H15A and S9). Enhancements to existing landscaping and improvements to permeability and connectivity would accord with a raft of UDPR policies. Likewise, accessibility would

be improved and the development would have a sustainable approach to travel. The proposals accord with the development plan and the principle of development is therefore acceptable.

9.2 Building and landscape design

9.2.1 The site is prominent from a number of viewpoints notably Woodhouse Lane, Calverley Street and also the Inner Ring Road. However, the buildings are redundant, the open space is tired and permeability is poor. The key move in addressing these issues is the demolition of two existing buildings. In doing so a new public square is created at the heart of the development with carefully designed new routes from it leading to the edges of the site. The scheme addresses challenging levels issues making the new high quality spaces, and the site as a whole, accessible to all.

9.2.2 Campus Square provides opportunities for gathering, meeting and informal recreation. The space will be continually activated as it is also the point of entry to the proposed residential accommodation. Additionally, it also links directly with retained LMU buildings immediately to the south.

9.2.3 The existing greenspace on the western edge of the site will be protected. New tree planting will take place to replace trees removed due to accessibility requirements thereby creating greater diversity in the age profile of trees on site. The creation of Campus Green will significantly enhance the extent of soft landscape and provide a much improved setting for the site when viewed from Woodhouse Lane. Similarly, the associated Campus Way will create a positive pedestrian route into the site.

9.2.4 Retained buildings will be cleaned and repaired. The facades will be uplifted through the insertion of new window infills, and lower level walls will highlight entrances, define routes and protect the building fabric. The new building H2 carefully responds to the grid pattern of the retained buildings and respects the scale of neighbouring buildings. Similarly, the retail extension to block F, positively utilises the existing poor quality space, helps to act as a gateway to the west side of the development and activates the frontage.

9.2.5 The proposals therefore respond well to the existing context of the site and enhance the character and appearance of the area and neighbouring conservation areas. The scheme provides a suitable landing point for a new pedestrian bridge should one be required for the NGT proposals. The Section 106 agreement also allows for the provision of a landing for an additional pedestrian bridge across the Inner Ring Road reflecting the commitments within the University of Leeds proposed multi-storey car park and business innovation centre on the opposite side of the Inner Ring Road. Consequently, the scheme also protects and unlocks future development potential around the campus.

9.3 Transport

9.3.1 The application was accompanied by a Travel Plan and a travel plan monitoring fee is to be paid. A Travel Plan coordinator will be appointed prior to the occupation of the development and will be situated on site. The coordinator will be responsible for promoting alternative sustainable means of travel instead of single occupancy car trips. The coordinator will conduct travel surveys of residents and prepare an updated Travel Plan. Revised measures and targets will be submitted to and approved by the Leeds City Council.

- 9.3.2 The site is located within an accessible location in easy walking distance of the various university sites and facilities within the city centre. There are also regular bus services with nearby stops. A sustainable approach to travel is promoted in the Travel Plan. Walking will be promoted with the provision of improved pedestrian routes through the site. Long stay and short stay cycle parking spaces will be provided around the site. The amount of car parking is also to be rationalised (from 73 to 44 spaces). The spaces are to be used by students, staff of the management facility and by staff on the wider city campus site. The spaces will be identified for permit holders only, and enforced by site monitoring. All spaces will be made available for the arrival and departure of students on a temporary basis at the start and end of each term. The Travel Plan includes a management plan for this period.
- 9.3.3 The surrounding area has existing widespread on-street parking restrictions. Consequently, it is considered that the limited on-site car parking facilities would not lead to adverse on-street parking conditions. Further, the development will generate around 30 per cent less vehicular traffic when compared with the previous use.
- 9.3.2 The main vehicular access into the site from Woodhouse Lane will be improved to ensure that vehicles can safely access and exit the site. Waste collection and deliveries for block F will take place from a service layby on Calverley Street. This will require the removal of a pay and display parking space and compensation for the loss of income is included within the Section 106 agreement. It is not considered that the development would give rise to any adverse impact on traffic conditions.
- 9.4 Sustainability
- 9.4.1 The site is located in a highly sustainable city centre location and would involve the reuse of redundant buildings whilst helping to make more efficient use of the land. The development would involve the reduction in car parking on site, reduce the need for students to travel by car to their place of study, and give rise to less traffic movements than the previous use.
- 9.4.2 The potential for CO₂ reduction is limited by the re-use of existing buildings. However, it is still anticipated that CO₂ production will be 15 per cent better than the Part L target. U-values will be improved throughout. The introduction of Combined Heat and Power and high efficiency systems will also reduce energy consumption in the buildings. Low water fittings, such as low flow and dual flush toilets, will be used where they are practical. Systems will also be designed to prevent water usage during unoccupied periods.
- 9.4.3 The re-use of existing facades and the specification of good quality A rated materials will minimise the resource use. The reduced amount of impermeable areas (by 12 per cent) and increase in the amount of greenspace on the site will decrease the amount of surface water disposal into the mains drainage system.
- 9.4.5 A “Very Good” BREEAM rating is expected.
- 9.5 Equality and diversity
- 9.5.1 The student accommodation, associated public realm and facilities have been designed in order that the site is accessible to all. Externally, the network of stepped and sloping routes will be of equal quality. Inclined routes of no more than 1 in 20 negates the use of prescribed ramps. Surface finishes will assist easy mobility and safety in use. External lighting will be designed to meet the needs of all people. 4

disabled persons parking spaces are to be identified with appropriate markings and will be provided with suitably located dropped kerbs.

9.5.2 Internally, 11 wheelchair adaptable bedrooms and 18 adaptable studios able to be fitted out to current Part M and BS8300 standards. Areas of full height glazing will have appropriate manifestations. The scheme as a whole is commended by the Access Officer.

9.6 Section 106

9.6.1 A draft Section 106 agreement has been prepared. The agreement includes the following:

- Public transport contribution £29,780
- Implementation of Travel Plan and evaluation fee £2,625
- Loss of pay and display spaces £26,000
- Management and accessibility to public areas
- Protection of landing point for Inner Ring Road bridge
- Occupation of residential accommodation by full time students only
- Employment and training initiatives
- Section 106 management fee

9.6.2 The Section 106 obligations are compliant with the Community Infrastructure Levy Regulations 2010 Statutory Tests.

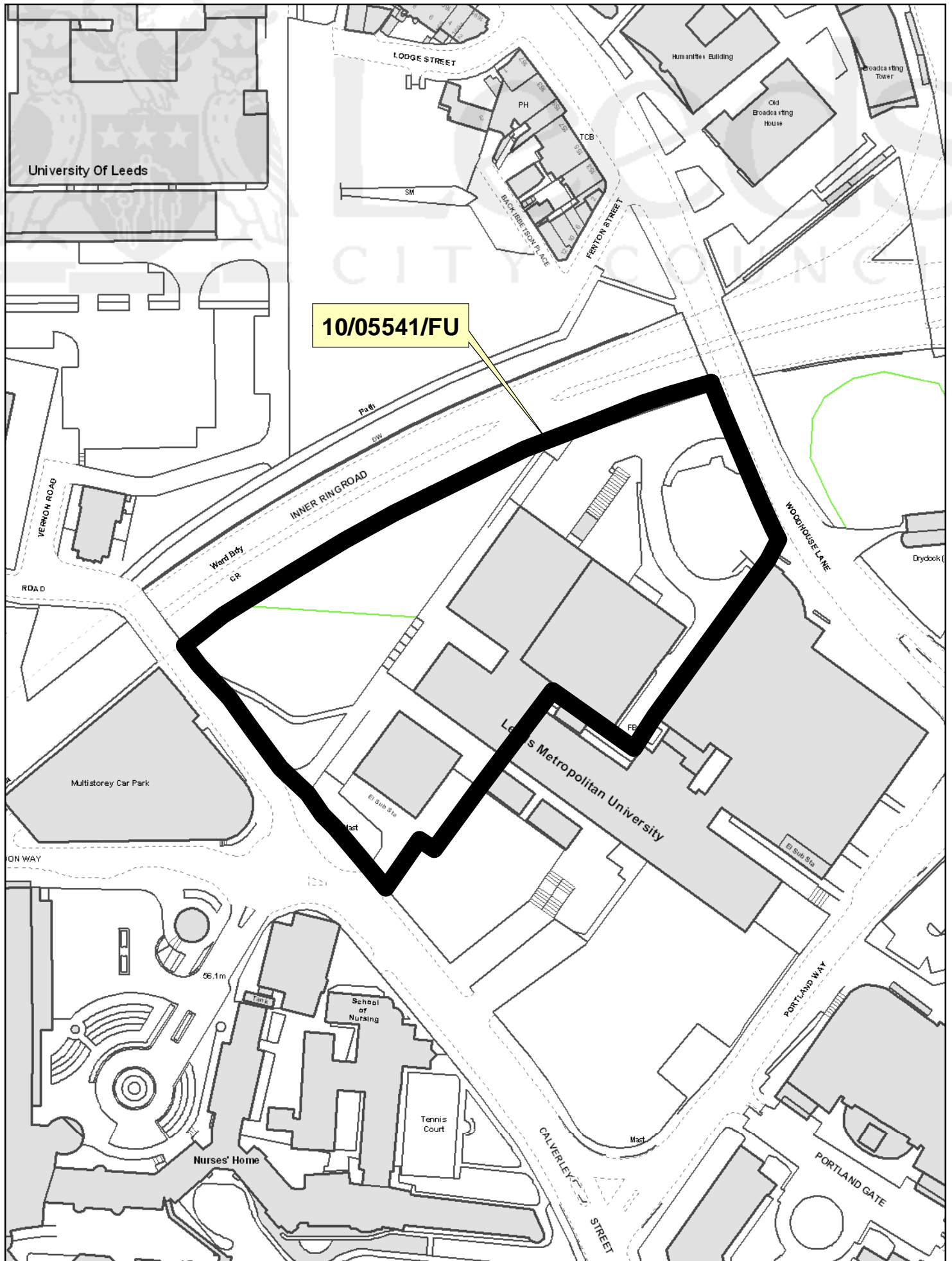
9.7 Conclusion

The proposed development skilfully responds to the challenges the site presents. It brings forward sustainable, high quality new and refurbished buildings, and hard and soft landscaped spaces. It significantly improves accessibility and permeability through this important, underutilised space at a gateway to the city centre. The proposals accord with the development plan and accordingly the application is recommended for approval subject to appropriate conditions and the completion of a Section 106 agreement.

Background Papers:

Application file 10/05541/FU

Certificate of ownership: notice served on Leeds Metropolitan University



CITY CENTRE PANEL