



Report of the Chief Planning Officer ADDENDUM

PLANS PANEL CITY CENTRE

Date: 24 November 2011

Subject: ALF COOKE PRINTWORKS, HUNSLET ROAD, LEEDS LS10 1AR

11/04293/FU CHANGE OF USE OF FORMER PRINT WORKS TO CLASS D1 - EDUCATIONAL USE INCLUDING DEMOLITIONS, ALTERATIONS AND EXTENSIONS OF EXISTING BUILDINGS TO FORM PROPOSED EDUCATION COLLEGE CAMPUS

11/04278/LI LISTED BUILDING APPLICATION FOR THE DEMOLITION OF EXISTING WAREHOUSES AND REMOVAL OF NON-LOAD BEARING, UNORIGINAL INTERNAL PARTITIONS INCLUDING RESTORATION AND ALTERATIONS TO FORMER ALF COOKE PRINT WORKS BUILDING

APPLICANT

Leeds City College/
Printworks (Leeds) Ltd

DATE VALID

11/04293/FU 12 October
2011
11/04278/LI 11 October 2011

TARGET DATE

13 January 2012
6 December 2012

ADDENDUM TO REPORT

This addendum to the above Report of the Chief Planning Officer is intended to update Members on the following matters. The main report at paragraph 7.1.3 identified a number of highways and transportation matters that were under negotiation at the time of writing. Also under negotiation at the time of writing was the contents of the Section 106 agreement.

1.1 Highways and Transportation

The following issues which were the subject of negotiations at the time of writing of the Panel report have now been resolved as follows:

- 1.1.1 Pedestrian access at Leathley Road entrance, along the southern edge of the access road, has been included in a revised plan and it has been agreed that all vehicle movements can be controlled by a condition regarding detail of a servicing and car park management plan. Servicing arrangements and vehicle tracking have been demonstrated by the submission of Optima drawing ref. 11043-ATR-03 revision A.
- 1.1.2 Cycle route extent – improvements to the cycle network in the form of new signage has been agreed to Leathley Road (cyclists dismount), and to Hunslet Road between Chadwick Street and Sayner Road (shared unsegregated pedestrian and cycle space) which would link to either side of the new Toucan crossing to be provided on Hunslet Road.

- 1.1.3 Advanced direction sign relocation on Hunslet Road – this has now been agreed as part of the off-site highways works identified on the submitted plans and covered by planning condition.
- 1.1.4 Motorcycle parking provision – the provision of 4 staff/student space and 2 additional visitor spaces is in line with UDP standards and this has been supported by surveys carried out by the college.
- 1.1.5 A revised Travel Plan has been submitted which takes account of staff and students and is based on the most up-to-date surveys from the college. The City College have a Travel Plan Co-ordinator in post, and a draft college-wide Travel Plan in progress. An overarching travel plan shall be provided for the City College as a whole (although it is acknowledged that the Travel Plan submitted with this planning application only deals with this site). The Travel Plan makes clear that a budget would be made available for marketing and promotion of incentives for staff to travel sustainably in order to meet targets.
- 1.1.6 In terms of local traffic impact, it is considered that the scheme would be unlikely to have an adverse impact on the surrounding road network for the following reasons:
- the Council's on-street parking control scheme due to be delivered in the local area is aimed at restricting commuter parking
 - the travel plan arrangements would encourage use of more sustainable forms of travel
 - the low likelihood of students driving to the site (e.g. age of students (16-19 years), cost of running a car),
 - the good access to public transport accessibility
 - the level of car parking, cycle and motorcycle provision to be provided on site.
- 1.1.7 A Grampian condition is recommended to cover the provision of the following off-site highways works:
- "Prior to the commencement of development, full details of the following works as indicated on Optima drawing ref. 11043-GA-01 Revision B shall be submitted to and approved in writing by the Local Planning Authority:
- (a) Hunslet Road access works and Leathley Road access works
 - (b) Relocation of the advance direction sign on Hunslet Road affected by the pedestrian access to Building 3
 - (c) Bus boarder kerbs to the improved bus stops on Hunslet Road
 - (d) All associated Civil's works including (inter alia) reconstruction, tie-ins, resurfacing, signing, lighting, drainage and lining works, any works reasonably required following safety audits of the design and construction of the above works and any associated statutory undertakers work resulting from the above works

The works shall be completed in accordance with the approved details prior to first occupation of the development.

To ensure the free and safe use of the highway in accordance with Policy T2 of the adopted Leeds UDP Review 2006."

1.2 Section 106 requirements

- 1.2.1 Following further negotiations with the applicant it has been agreed to cap the maximum level of Section 106 contributions to £300 000. This level recognises the cost of works required to restore the listed building, and the anticipated impact of the proposals on the highway and public transport network (which is considered no greater than the previous office proposal, which generated a similar level of overall s106 contributions).

- 1.2.2 The S106 Agreement contribution of £300 000 would be made up of the following components (it is of a similar level to that made under the previous office permission, however this did not make a contribution to the City Centre Park):
- Off-site highways works contribution for provision of toucan crossing facilities and associated works and TROs (if necessary); and cycle route signing to unsegregated shared pedestrian/cycle use on the Hunslet Road footway between the junctions of Chadwick Street and Sayner Road on the eastern side and provision of a "dismount sign" on the western side of Hunslet Road; and Leathley Road access yellow box and TRO if necessary if the Council's scheme is not in place prior to commencement of development. This has been estimated at approximately £136 000
 - Contribution to local bus stop improvements prior to commencement of development £40 000
 - Contribution to local public realm enhancements for the proposed City Centre Park prior to first occupation of £15 000
 - A contribution to public transport improvements would be made prior to first occupation on the remaining balance up to a maximum sum of £109 000
- 1.2.3 Any overspend on off-site highways works would be deducted from the public transport contribution, with any underspend being added to the City Centre Park contribution. The adopted South Bank Planning Statement highlights the City Centre Park as the Section 106 priority for schemes (this site lies just outside, but in close proximity to the park location) once necessary highways safety improvements have been taken account of. Sustainable travel measures (e.g. NGT) are second on the infrastructure priority list. The amount of on-site open space is of the same amount as the previous office-based scheme but it will no longer be available for public use.
- 1.2.4 Additional Section 106 clauses would consist of:
- Travel plan monitoring fee £2700 prior to first occupation
 - Employment and training opportunities for local people
 - Section 106 management fee within one month of commencement of development £3000

1.3 **Conclusion**

It is considered that the proposed scheme provides a number of positive benefits, in particular the kick-starting of development in the South Bank area. It will bring a Listed Building that has been vacant for a number of years back into a viable and active use within a relatively short timescale (not a speculative scheme like the previous office permission), promote a vibrant and active use in the south of the City Centre close to the South Bank/Aire Valley Urban Eco-Settlement, secure the repair and restoration of the Listed Building, promote a scheme of building alterations and landscaping works that will enhance its setting, contribute to pedestrian and cycle accessibility improvements, contribute to local and strategic public transport improvements, and provide a contribution to the nearby City Centre Park proposal. Therefore, it is considered that the proposal delivers a wider benefit than the previous office permission, with greater certainty of delivery at this stage.