



## Report of the Chief Planning Officer

### PLANS PANEL CITY CENTRE

Date: 12<sup>th</sup> APRIL 2012

**Subject: PROPOSED 21 STOREY BLOCK OF STUDENT FLATS, CALVERLEY STREET AND WOODHOUSE LANE, LEEDS (REF/12/00152/FU).**

#### APPLICANT

Downing Property Services

#### DATE VALID

13<sup>th</sup> January 2012

#### TARGET DATE

13<sup>th</sup> April 2012

#### Electoral Wards Affected:

City and Hunslet

No

#### 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 (£21,182); travel plan and monitoring fee (£670); compensation for loss of parking space on Willow Terrace Road (£13,000); accessibility to public areas; protection of a landing point for a Inner Ring Road bridge; occupation of accommodation by full time students only; employment and training initiatives; Section 106 management fee (£1500). 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 Development to be in accordance with approved plans.
- 3 Notification of Commencement.
- 4 Notification of unexpected significant land contamination and remedial work if found necessary.
- 5 Soil brought to site to be suitable for use.

- 6 Tree protection before commencement
- 7 Schedule of tree works to retained trees.
- 8 Hard and soft landscape details.
- 9 Implementation of hard and soft landscaping.
- 10 Landscape management.
- 11 Replacement of soft landscaping if it is removed, destroyed or dies.
- 12 Details of contractor's storage and parking.
- 13 Details of methods to control dirt, dust and noise during construction.
- 14 Construction hours
- 15 1:20 drawings.
- 16 Details and sample panel of all external facing and surfacing materials.
- 17 Loading space to be provided on Willow Terrace Road before occupation.
- 18 Short and long stay cycle facilities to be provided before occupation.
- 19 Details of method, storage and disposal of litter and refuse.
- 20 BREEAM very good to be achieved and post construction review of sustainability measures..
- 21 Details of drainage.
- 22 Sound insulation scheme to protect residents from noise to a good standard at night.
- 23 Post completion sound test.
- 24 Provision of pedestrian route between Campus Square and Portland Way before occupation.
- 25 Air quality study and mitigation built into scheme if necessary.

### **Reasons for approval:**

The application is considered to comply with Regional Spatial Strategy policies YH1, YH2, YH4, LCR1, ENV5, E2, E3, and T1; and Unitary Development Plan Review policies SA1, SA2, SA7, SA8, SA9, GP5, GP7, GP11, N12, N13, N19, N23, T2, T2D, T5, T6, T7A, R5, A4, CC1, CC3, CC5, and CC27; and the following supplementary guidance : Public Transport Improvements and Developer Contributions, Travel Plan, Building Today for Tomorrow – Sustainable Design and Construction, Leeds City Centre Urban Design Strategy, and the Tall Buildings Design Guide. Having regard to all other material considerations the application is recommended for approval.

## **1.0 INTRODUCTION**

- 1.1 Downing, the developer of Broadcasting Place, acquired the northern half of the Leeds Metropolitan University campus in 2010. The area comprised large, redundant buildings, underused open space and had poor permeability. The first phase of regeneration was considered by Plans Panel in February 2011 (10/05541/FU). Those works are now well advanced.
- 1.2 This application represents the second phase of the developer's masterplan, involving the construction of a new building containing 404 student bedrooms, rising up to 21 storeys in height. The developer's team presented the emerging proposals to Plans Panel on 4<sup>th</sup> August 2011. A summary of comments is included at paragraph 4.2.
- 1.3 The application is brought to Plans Panel as the proposals involve major investment and development of a significant site within the Education Quarter. It is intended to commence development later this year to enable completion in time for student occupation in 2014.

## **2.0 SITE AND SURROUNDINGS**

- 2.1 Leeds Metropolitan University (LMU) city campus is 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 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 is in a cutting along the northern boundary. The earliest buildings on the campus were constructed in the late 1960's to the designs of Yorke, Rosenberg and Mardall Architects. Two of these buildings have been refurbished as part of the first phase of the current development.
- 2.2 The application site comprises land on the north western fringe of the campus between existing buildings and the Inner Ring Road. The land is currently grassed and contains several trees. The area has no formal protection other than for a group Tree Preservation Order that applies to all the trees on the campus. Block G and part of block H have been demolished in advance of works to create a new, level, public space at the heart of the campus which will link directly with the new and enhanced routes across the area.
- 2.3 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. Broadcasting Place, which rises to 23 storeys, is located north-east of the campus across Woodhouse Lane and the Inner Ring Road.
- 2.4 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 PROPOSAL**

The application was accompanied by the following documents:

- Transport Assessment
- Travel plan
- Noise assessment
- Wind report
- Design and access statement
- Tree condition survey
- Contaminated land report
- Utility details
- Civil and structural engineering summary report

### **3.1 Building**

- 3.1.1 The proposals involve the construction of a new building on the fourth side of the new public square aligned with the western faces of blocks C and D to the south.

The building would be a maximum of 21 storeys in height and contain 404 student bedrooms. The ground floor of the building contains a common room along with typical building facilities such as a cycle store, laundry room, and a management suite. Entrances to the building would be provided both off the square and the pedestrian route from Woodhouse Lane.

3.1.2 The building comprises four clusters of student accommodation centred on a common core (total length 34 metres). Above ground floor level the central spine of the building would be longer (42 metres) in order to accommodate a 22 bedroom floorplate (two 6 and two 5 bedroom clusters). As a result, these extended parts of the spine would be cantilevered and project further towards the square and the Inner Ring Road than the proposed ground floor footprint. The clusters either side of the spine are slipped to break down the form of the building. These slipped wings are also stepped down 2 and 4 storeys beneath the top storey in the spine. Additional articulation helps legibility of the different elements.

3.1.3 At ground floor level a 6 metre floor to floor height is faced by full height glazing to establish a clear podium to the building. Upper levels of the central spine and wings express the structural and planning grids through a series of punched openings across the elevations. Each opening is framed by a deep aluminium flashing. The openings themselves are divided into thirds; one third glazing and two-thirds aluminium infill panels. Light grey terracotta is used as the facing material on the spine to resonate with the existing Phase 1 buildings whereas grooved dark grey terracotta is proposed as a contrast on the wings. The openings on the top three floors of each block are architecturally grouped to provide a clear termination to the building.

## 3.2 Landscape and public realm

3.2.1 The building is proposed on the fourth side of the square within an existing soft landscaped area. 9 trees would require removal. 47 new replacement trees are distributed around the wider site in mitigation. These include planting in new and existing soft landscaped areas, as well as trees in the proposed public square. In total, the phase 1 and 2 proposals introduce an additional 83 trees with the loss of 18.

3.2.2 Phase 1 of the development brings forward a direct east-west pedestrian route between Woodhouse Lane and Calverley Street. The proposed development enables the completion of the north-south pedestrian route intended to provide direct access from the new tower to Portland Way. Depending on the timing of construction, the termination of the route may potentially be delivered by the proposed hotel development or the current scheme.

## 3.3 Transport and servicing

3.3.1 A Transport Assessment and Travel Plan was agreed for phase 1 of the development. These are used in support of phase 2 and supplemented where appropriate. No additional car parking is provided for as part of the current development. 44 parking spaces were initially approved for Phase 1 of the development (10/05541/FU). A variation to Phase 1 reduced this number to 25 (11/04138/FU). One of the phase 1 car parking spaces will be secured for use by the City Car Club as part of the Phase 2 scheme.

3.3.2 Servicing will take place using an existing access off Willow Terrace Road. One existing Pay and Display space will need removing from the carriageway. The

section 106 agreement includes a requirement for the developer to compensate for the loss of revenue from the space. A sum of £13,000 has been calculated.

3.3.3 The agreed Travel Plan has been updated to take account of Phase 2 proposals. An additional travel plan evaluation fee of £670 is required. The Travel Plan includes a Management Plan demonstrating how vehicles will be managed at the start and end of each academic year. The Travel Plan also identifies timescales for the appointment of a travel plan coordinator, travel surveys, updates to the travel plan and for the review of measures and targets.

3.3.4 Phase 1 of the development identified a total of 177 cycle spaces, distributed around the site and within buildings. An additional 4 cycle stands (8 spaces) will be provided outside the proposed building to secure cycles for short periods. 50 long stay cycle spaces would also be provided at ground floor level of the building. The University of Leeds will be leasing phase 1 of the development and are already promoting the travel plan to potential students.

## **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.

4.2 Plans Panel considered the application for the first phase of Downing's proposed development across the northern half of the former campus site in February 2011 (10/05541/FU). Those works are now well advanced. Subsequently, Downing's team presented pre-application proposals for a 21 storey student tower on the northern edge of the former campus site to Plans Panel on 4<sup>th</sup> August 2011. Plans Panel commented on the following matters:

- The proximity of the new build to the Inner Ring Road and the need for suitable noise mitigation measures, such as improved landscaping.
- The feeling that the terraced area would not be fully utilised and the preference for improved landscaping to that area instead.
- Concern that those mature trees which are scheduled for removal should be replaced with a variety of trees which will be beneficial to the whole site.
- The need for a substantial compensatory landscaping scheme.

4.3 Planning permission was granted on 30<sup>th</sup> December 2011 for a variation to the phase 1 permission (11/04138/FU). The principal change related to the basement of the proposed new 4 storey building which was originally intended as retained undercroft car parking. The variation involved extending the building down to ground level allowing the provision of an additional 9 bedspaces and landscaping whilst removing 19 car parking spaces.

## **5.0 CONSULTATIONS**

### **5.1 Statutory**

English Heritage (10.2.12) – No statement of significance or a description of impact on heritage assets was incorporated in the submission. The application should be determined in accordance with national and local policy guidance.

Response – a Heritage Statement has now been submitted by the applicant.

## **5.2 Non statutory**

LCC Highway Development Services (24.2.12) – No objections subject to conditions regarding cycle parking provision and compensation of £13,000 for loss of parking space on Willow Terrace Road.

LCC Transport Development Services (7.2.12) – The development will generate a large number of trips, a proportion of which will have to be accommodated on the public transport network. A contribution of £21,182 should be sought towards public transport improvements.

LCC Travelwise (16.3.12) – the travel plan is acceptable subject to a revised plan showing agreed cycle parking arrangements.

Yorkshire Water (22.3.12) – No objection.

LCC Environmental Services (13.3.12) – Monitoring of the local air quality should be undertaken before occupation of the building to determine whether any mitigation is required. Monitoring should continue if the area is declared an Air Quality Management Area. A condition is recommended.

LCC Environmental Protection Team (31.1.12) – If planning permission is granted conditions to ensure that bedrooms experience acceptable noise levels and to require post-completion testing of sound levels are recommended.

LCC Flood Risk Management (27.1.12) – No objections. Conditions recommended to control surface water drainage details.

LCC Contaminated Land Team (27.1.12) – no objections. Conditions recommended.

West Yorkshire Ecology (20.2.12) – No comments to make.

LCC Access (8.2.12) – Revisions required to cycle stand location, access to the building, and step design.

Response – revised plans have been submitted which respond to and overcome these issues.

## **6.0 PUBLIC/LOCAL RESPONSE**

6.1 Site notices advertising the application were erected on Woodhouse Lane and Calverley Street on 27<sup>th</sup> January 2012. The application was also advertised as a Major development in Leeds Weekly News on 16<sup>th</sup> February 2012.

6.2 6 letters of representation have been received in response to the application. Comments received include:

- The building is very wide in one plane and very narrow in the other meaning the elevations look different and the building will look good from some angles and poor from others. A more slender, taller building would be more attractive.
- The east-west profile is mitigated in part by the separate elements and if the building cannot be taller different cladding styles could further break up the squat appearance of the elevations.
- Whilst supporting development of the site if the cladding is to be retained the building should be taller.
- The building is unimaginative. Better design and cladding is required.
- Some subtle colour should be added. There are already too many grey buildings in the city.
- The landscaping and green spaces look fantastic.

A response to these issues is set out in the Appraisal section (9.2).

## **7.0 POLICY**

7.1 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; the role of city and town centres as the focus for activity; and with a high quality public realm and well designed buildings within a clear framework of routes and spaces (YH1, YH2, YH4).

7.1.2 LCR1 states that the role of Leeds as a regional city should be developed by accommodating significant growth in jobs and homes; 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).

7.1.3 Policy ENV 5 promotes energy efficient buildings. Development, environmental enhancements and accessibility improvements should take place to create a distinctive, attractive and vibrant sense of place and identity for each centre (E2B). Proposals should make use of appropriately located previously developed land (E3).

7.1.4 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.

### 7.2 Unitary Development Plan Review

7.2.1 The area forms part of the designated Education Quarter in the adopted Unitary Development Plan Review (UDPR). The main objective of the designation is to facilitate the University's main functional requirements on site, enhance its character and reinforce its distinct sense of place, improve linkages with the rest of the city

centre, encourage the provision of extra student housing, and resolve vehicular access and circulation.

The most relevant UDPR policies are:

- SA1 Protect and enhance the quality of the environment.
- SA2 Encourage development in locations that reduce the need for travel.
- 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.
- 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 Cycle parking guidelines.
  
- 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.
- 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.

### 7.3 Supplementary Planning Guidance, other guidance and emerging policy

7.3.1 The Publication Draft of the Core Strategy was issued for public consultation on 28<sup>th</sup> February 2012 with the consultation period closing on 12<sup>th</sup> April 2012. The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. As the Core Strategy is in its early stages of formal consultation only limited weight can be afforded to any relevant policies at this point in time.

#### 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.

#### 7.3.3 Travel Plan SPD (draft August 2011)

The SPD identifies the requirement for Travel Plans; advises what type of travel plan is appropriate; what they should include; how they shall be delivered; and how they shall be monitored and enforced.

#### 7.3.4 Building Today for Tomorrow – Sustainable Design and Construction SPD (August 2011)

The SPD identifies the sustainable design and construction standards sought in new developments.

#### 7.3.5 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.

#### 7.3.6 Tall Buildings Design Guide (April 2010)

The document provides guidance on the location, form and appearance of tall buildings.

## 7.4 National Policy

- 7.4.1 Many national planning policy statements including PPS1, PPS4, PPS5 and PPG13 were revoked and replaced by the National Planning Policy Framework (NPPF) on 27<sup>th</sup> March 2012. The NPPF states that unless material considerations indicate otherwise development proposals which accord with the Development Plan should be approved. The framework, which includes guidance regarding building a strong, competitive economy, ensuring the vitality of town centres, promoting sustainable transport, and conserving the historic environment, is a material consideration.

## 8.0 **KEY ISSUES**

1. Principle of development
2. Building and landscape design
3. Sustainability
4. Noise and air quality
5. Wind
6. Equality and diversity
7. Section 106

## 9.0 **APPRAISAL**

### 9.1 Principle of development

- 9.1.1 The site is situated within the city centre and would involve efficient redevelopment of the previously developed land. The use for student accommodation would be entirely in accordance with the objectives identified for the Education Quarter (UDPR policies CC27 and H15A). 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

#### Layout

- 9.2.1 When considering the application for Phase 1 Plans Panel was informed that the tight programme for the delivery of the student accommodation did not allow for proposals to be brought forward on the current site at that time. However, the Phase 1 proposals were developed in response to a larger plan for the whole site.
- 9.2.2 The principal masterplan concepts sought to deliver a new public square at the heart of development; to forge new connections between the two halves of the site; to remodel existing buildings; to connect the square to future pedestrian links; to integrate the landscape; to rationalise surface car parking; and to create a four-sided square.
- 9.2.3 The proposed building is located on the northern edge of the square, delineating the fourth side of the square and reinforcing key linkages, such as the new footpath being delivered from Woodhouse Lane close to the northern fringe of the site. At the same time, the development brings forward the completion of a new north-south pedestrian link joining the square with Portland Way to the south. The building aligns with the western edge of blocks C and D south of the square and also block F to the west of the square. Accordingly, the current proposals realise an earlier

component of the developer's masterplan and respond to the site's developing context.

## Height

- 9.2.4 The Tall Buildings Design Guide SPD identifies the northern part of the campus as part of a larger area, following the Inner Ring Road, where there is opportunity for a string of tall buildings. The SPD notes that additional tall buildings in this area could visually enhance a line of approved tall buildings. It is considered that the building reinforces the string of tall buildings alongside the Inner Ring Road, such as the 23 storey Broadcasting Place, which have been completed since the document was drafted.
- 9.2.5 The proposed building would be visible in distant panoramic views of the city on the existing north-south spine of tall buildings. Key views, produced as part of the application submission, confirm that the building would have a positive impact upon the skyline.
- 9.2.6 The visual impact of the building has been tested at the local level. The building would not be visible when viewed from Millennium Square and would only have limited visibility at the far end of the existing group of campus buildings when viewed from Calverley Street. As such there would be no impact upon views of the Civic Hall, or indeed the Town Hall. Similarly, the building is offset from Woodhouse Lane such that key views of the Parkinson Building would not be affected. Within the campus itself the proposed building would be located at the termination of a string of existing tall buildings at the highest ground level representing a suitable landmark and reinforcing the legibility of the new pedestrian access through the site. Consequently, subject to its design, it is considered that the height of the building is appropriate.

## Design

- 9.2.7 Concerns have been raised by members of the public that the building design is uninspired. The building sits within the context of the original Yorke, Rosenberg and Mardell (YRM) campus buildings. Consequently, the architecture seeks to respond to the simple, serial elevations of these robust 1960's structures within which the tower sits as part of a reordered composition around a new square.
- 9.2.8 The shape of the building is derived from rigorous planning of its constituent elements to create an articulated and coherent form involving stepped and slipped wings each carefully distinguished to help interpretation of its different parts. The building has a strong expression of solid and void, frame and infill. A clear language of punched openings is used across the elevations logically expressing the façade grid and forming a relationship with the neighbouring buildings.
- 9.2.9 The cladding, its finish, orientation as well as its colour (a very light grey panel to the spine and dark grey/black to the wings) is used to reflect the language of the plan diagram as well as enhance the appearance of solid frame and voids. The addition of colour is considered unnecessary and inappropriate in this context.
- 9.2.10 Terracotta has been chosen as the primary material to best express the architectural language of the building. It is used in a number of formats and panel sizes to articulate the framed expression to the bedrooms as well as the more solid 'flanks' of the building. The facade reflects the rigorous planning grid of the building so that junctions and interfaces are controlled consistently across the scheme. Terracotta

allows a consistency of colour as well as variation in matt/sheen and the ability to add additional grooves to each panel, all of which the scheme exploits to express the character and scale of the building. At ground level, the high level glazing provides a suitable base whilst improving interaction between the interior and exterior uses of the building.

## Heritage

- 9.2.11 The site is located between the University Precinct, City Centre and Queen Square conservation areas. The building would have limited visibility from the City Centre and Queen Square conservation areas with glimpses of the building seen alongside existing modern architecture. As such, their setting would be preserved. The building would be separated from the University Precinct conservation area by the Inner Ring Road. Existing development in the area, including the existing City Campus buildings, and University of Leeds Chamberlain Powell and Bon buildings, are modern in form and the introduction of the proposed building would preserve their setting.
- 9.2.12 There are several listed buildings in the area including the Civic Hall, the Leeds General Infirmary, the University of Leeds Stoner Building and the former BBC premises, Broadcasting House. The area comprises a wide mix of building styles including many modern building forms which are the dominant form around the City Campus. The proposed building responds to the form of neighbouring buildings both in form and materiality. The development would not adversely affect the setting of listed buildings.

## 9.3 Sustainability

- 9.3.1 The site is located in a highly sustainable city centre location. It would involve efficient use of the land and help to activate the surrounding landscape. Additional tree planting will have many benefits including helping to minimise urban heat gain and cleaning the air. The development does not include any car parking and reduces the need for students to travel by car to their place of study. The development brings forward further improvements to pedestrian links through the site and provides significant cycling storage facilities. The development is supported by a Travel Plan and a contribution will also be made to improve public transport facilities.
- 9.3.2 Gas fired combined heat and power (CHP) is preferred as the Low or Zero Carbon technology. The CHP unit will provide 22.3 per cent of the building energy surpassing the amount required to comply with both the Sustainable Design and Construction SPD and RSS policy ENV5. The CHP plant will be sized to match the building's requirements to prevent energy dumping of heat during hours of low demand. Additionally, air source heat pumps are also proposed to generate a quantity of heating and cooling to ground floor ancillary areas. The building will also deliver a 26.2 per cent reduction in CO<sup>2</sup> levels compared with the Building Regulation target rate.
- 9.3.3 Heat loss from the building has been reduced through improvement of the building fabric insulation values. High frequency compact fluorescent lighting will be provided throughout the development to minimise energy consumption. 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 and pressure balancing will be used to ensure water usage is minimised.

- 9.3.4 The reduction of waste throughout the construction process is an important component of the design. A Site Waste Management Plan will focus on monitoring and management of all potential waste streams. A or A+ green rated building materials will be used where possible. The terracotta tiles are coated with a surface which has a self-washing effect and assist in the decomposition of exhaust fumes produced by cars and industry.
- 9.3.5 The development will achieve a “Very Good” BREEAM rating in accordance with the current SPD aspirations. Additionally, the development would provide construction jobs, potentially including apprenticeships, and operational employment for around 19 people when the development is complete. The residents of the building will also add significant investment into the local economy. The scheme therefore also supports economic growth and employment, a key element of sustainable development.
- 9.4 Noise and air quality
- 9.4.1 The building is located in close proximity to the Inner Ring Road and noise levels are dominated by noise from traffic on this road during both the daytime and night-time periods. As with the phase 1 buildings an appropriate scheme for controlling internal noise levels to an acceptable level is integrated into the external envelope of the building. This is achieved primarily through specifying windows with appropriate sound insulation performance. To achieve the desired internal noise levels windows will need to be closed and therefore ventilation is achieved through a trickle vent built into the window frame. Condition 22 sets out the requirements to achieve acceptable noise levels in the accommodation.
- 9.4.2 The application was supported by an air quality assessment which concluded that the site was suitable for residential development without the need for any mitigation measures. Since that time information regarding emissions from vehicles has changed. There are concerns that local air quality could be such that the area would be declared as an Air Quality Management Area if the development takes place. This would not prevent the grant of planning permission but may influence the design of air intake into the building. Discussions have taken place with the applicant and his technical advisors. It has been agreed that the developer will undertake a period of monitoring and if air quality is found to be problematic that the building design is adjusted where necessary (see condition 25). This would be likely to involve affected areas of the building having sealed windows with air intake and ventilation for these areas located away from the Inner Ring Road. However, this would not significantly affect the appearance of the building.
- 9.5 Wind
- 9.5.1 The application was supported by a wind study. The study by Buro Happold was used to predict areas of comfort and high wind speeds and indicate where mitigation measures are likely to be required. The study indicates that the building would have a positive effect in some areas and a negative effect in others.
- 9.5.2 The report states that the development would not lead to an adverse impact on traffic on nearby roads, including on the Inner Ring Road. Parts of Woodhouse Lane may experience a moderate effect making it uncomfortable for pedestrians to sit or stand here for long periods of time. Similarly, a gusty wind environment can be expected on the north perimeter of the site.

9.5.2 The study found that within the City Campus site there are existing wind issues caused by the scale and position of the Leeds Metropolitan University buildings which are exposed to westerly and south-westerly winds. The study indicates that the effect of the new development on this situation would not be significant.

9.5.3 As there are areas of the site (including within the new square) where speeds are likely to be uncomfortable for pedestrians at certain times mitigation is proposed. The mitigation comprises tree planting in the open space to the west of the proposed building; and a total of 18 trees planted in two regular groups, within low-level planting at the northern and southern ends of the square. The study concludes that the introduction of the tower would have a beneficial impact by creating areas of shelter and also reducing the extent of areas of distress around the site. The proposed landscape strategy would further improve the situation.

9.5.4 At the time this report was drafted the study was being independently reviewed. Officers will update Members verbally of the outcome of this review.

## 9.6 Equality and diversity

9.6.1 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. Surface finishes will assist easy mobility and safety in use. External lighting will be designed to meet the needs of all people. Whilst no new parking forms part of this application 4 of the 25 spaces on the campus would be designed for disabled people's use.

9.6.2 The entrance into the building has been redesigned during the course of the application so that it is suitable for disabled people. Areas of full height glazing will have appropriate manifestations. Internally, 21 of the bedrooms will be fitted out to meet Building Regulation standards.

## 9.7 Section 106

9.7.1 A draft section 106 agreement has been prepared. The agreement includes the following:

- Public transport contribution £21,182
- Implementation of Travel Plan and evaluation fee £670
- Contribution for loss of pay and display parking space £13,000
- Accessibility to public areas
- Protection of a landing point for an Inner Ring Road bridge
- Occupation of accommodation by full time students only
- Employment and training initiatives
- Section 106 management fee £1,500

9.7.2 The section 106 obligations are compliant with the Community Infrastructure Levy Regulations 2010 Statutory Tests.

## 9.8 Conclusion

9.8.1 The proposed development would complete the fourth side of the square and reinforce the spaces and key linkages. It would also deliver a new pedestrian route and provide additional new landscaping. The building form and scale skilfully responds to its context and the existing string of tall buildings alongside this part of

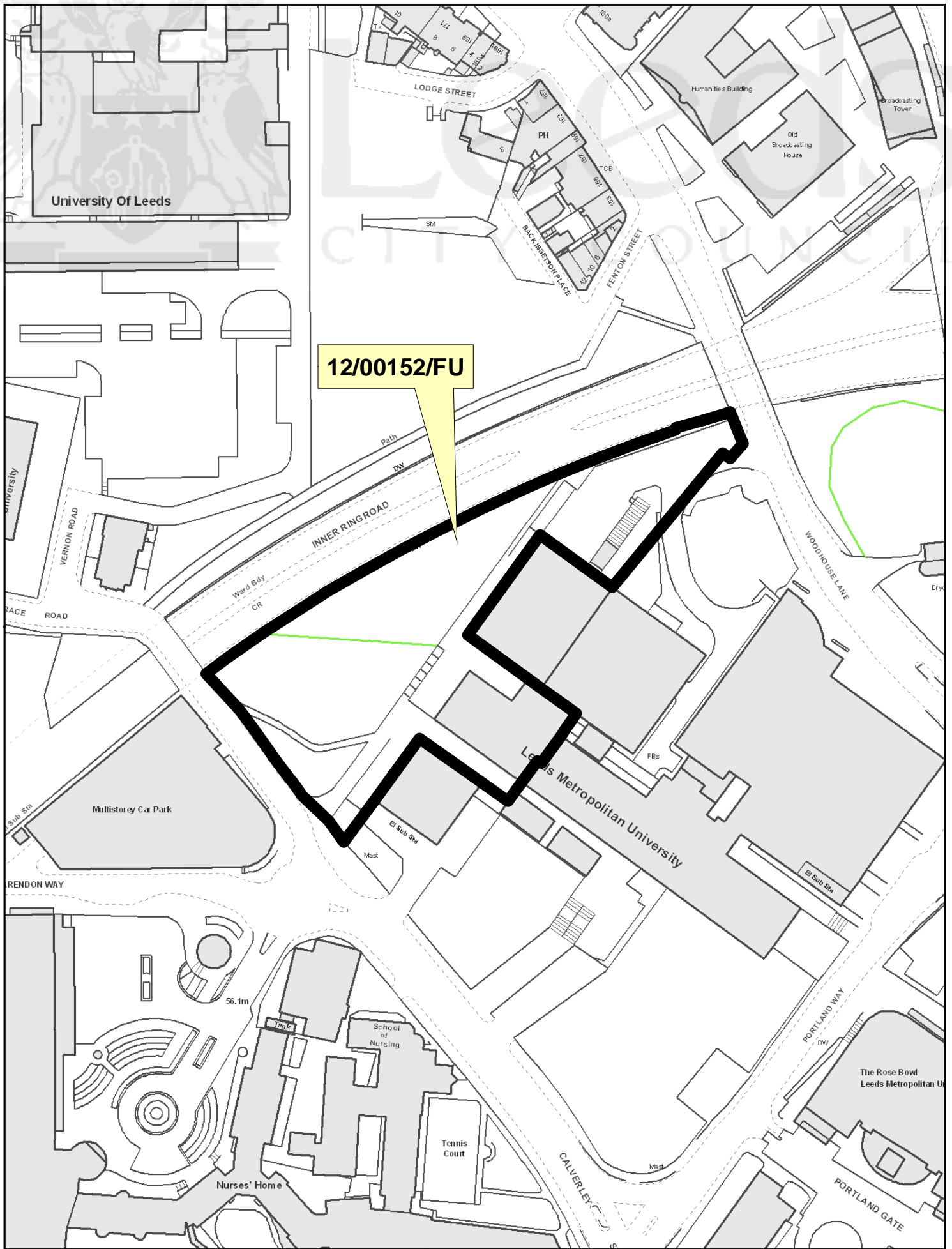
the Inner Ring Road. The proposals accord with the development plan and the National Planning Policy Framework. Accordingly, the application is recommended for approval subject to appropriate conditions and the completion of a Section 106 agreement.

Background papers

PREAPP/11/00400

10/05541/FU

11/04138/FU



# CITY CENTRE PLANS PANEL

