



**Leeds**  
CITY COUNCIL

Originator: Matthew Walker

Tel: 0113 3788033

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**Report of the Chief Planning Officer**

**CITY PLANS PANEL**

**Date: 07.11.2024**

**Subject: PREAPP/24/00331 – Erection of office building with associated landscaping and ground floor commercial units at Wellington Place, Leeds LS1 4AP**

**APPLICANT**

**DATE VALID**

**TARGET DATE**

n/a

n/a

Hermes  
C/o MEPC Limited  
Bee House  
140 Eastern Avenue  
Milton Park  
OX14 4SB

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**Electoral Wards Affected:**

Hunslet and Riverside

Yes

Ward Members consulted

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

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**RECOMMENDATION:** This report is brought to Plans Panel for information. The Developer will present the details of the emerging scheme to allow Members to consider and comment on the proposals at this stage.

## 1. INTRODUCTION

This presentation is intended to inform Members of the emerging proposals at the next development plot at Phase 2 Wellington Place. The proposal would involve the submission of a Full Planning Application for a new office building (as the end use of offices departs from the maximum office space allowance of the extant outline consent). The building would however (in effect) be the third building proposed as part of the overall redevelopment of the Wellington Place Phase 2 site, previously considered and agreed by City Plans Panel on 27th June 2019 (ref. 18/07929/OT).

## 2. PROPOSAL

The design is for a basement, ground + 11 storey building, with a 7-lift core, which provides up to 199,538 sq.ft office NIA from Level 01 to 11, 9,181sq.ft GIA office or commercial space at ground floor level and a combined Reception and Business Lounge across ground and mezzanine level.

A basement accommodating up to 40 parking spaces (standard, EVC, Accessible and Accessible EVC) plus associated facilities is proposed.

The design provides a highly sustainable development with flexibility to accommodate a hybrid ventilation strategy. The building will be all electric, net zero carbon in operation and is designed to target NABERS 5.5\*, Fitwel 2\*, EPC A and BREEAM 'Outstanding' accreditations.

## 3. SITE AND SURROUNDINGS

The Wellington Place estate is in the City's 'West End' area, in the designated city centre. The estate sits adjacent to the southern edge of the Leeds City Centre Conservation Area. The City's historic retail quarters are located to the North and East of the estate, with light commercial industry and the inner ring road to the West, and existing residential, hotel and office uses to the south of Whitehall Road along with planned development for new commercial, office and residential uses.

The cleared development site is located at the western end of the wider estate adjacent to the River Aire. It is immediately to the northeast of the grade II listed former railway viaduct which has been regenerated as a public space over the River Aire and provides pedestrian connections to the predominantly residential developments on the opposite side of the river.

Over time the urban grain within the historic boundary of the Wellington Place Estate has been broken down to a more permeable streetscape, offering visual and physical connectivity towards the river and the developments beyond with new and planned pedestrian connections over the River Aire. Between Wellington Place, Whitehall Riverside, Globe Road and the Latitude developments across the River Aire, the surrounding area has developed a modern character and feel, whilst being distinctly individual to the wider City through their expression of materials, massing and form.

The palette of materiality used across Wellington Place is predominantly stone, however all buildings express their individuality through the exploration of variations of its colour, texture and tone. The historic Grade II listed Lifting Tower at Tower Square forms a key focal point to the wider estate and has resulted in a key east-west connection through the estate linking it to the viaduct connection at the River Aire. This east-west route has influenced the location of the various plots across the

estate. Key sight and desire lines have been developed around the Lifting Tower to form a new area of public realm. Pedestrian links between plots direct users towards this square, encouraging activity and improving permeability.

#### 4. **RELEVANT PLANNING HISTORY**

##### Planning applications:

- 4.1 **06/06824/OT** Outline application to layout access and erect mixed use multilevel development up to 19 storeys, with offices, residential, hotel, shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways, cultural and community uses, basement car parking, associated landscaping and public space.(Approved by City Plans Panel 31/03/2008)
- 4.2 **18/07929/OT** Outline planning application with all detailed matters reserved, with the exception of means of access, to be implemented in phases, for a multi-level mixed use development, including the demolition of existing office building, totalling up to 150,407 sqm gross external area of development comprising office floor space (B1 a); hotel use (C1) residential use (C3); and other uses including all or some of the following; retail, leisure, health and community uses (use classes A1, A2, A3, A4, A5, D1 and D2); car parking (including basement and a multi-storey car park (Sui Generis)); new public spaces; hard and soft landscaping; cycle parking; access; servicing; and other associated infrastructure and engineering works (Approved by City Plans Panel 29/10/2019)
- 4.3 **19/06879/RM** Reserved matters application for a part ten storey and part eleven storey office (B1a) at 11 and 12 Wellington Place with flexible commercial ground floor (A1/A2/A3/A4/A5/D1/D2/B1a) uses together with basement gym, parking and associated landscaping (approved by City Plans Panel, 27/02/2020)
- 4.4 **22/00775/RM** Reserved matters application at 9 Wellington Place (details of appearance, landscaping, layout and scale) twelve-storey building, with offices on the upper floors and flexible commercial uses on the ground floor, along with basement parking and associated public realm works pursuant to Outline Planning Permission 18/07929/OT (approved under delegated powers on 20/10/2022)
- 4.5 **21/04128/FU & 21/04129/LI** (Listed building consent for) erection of vertical staircase connection to former railway viaduct to provide pedestrian access including lift with landscaping and associated works. (approved under delegated powers on 11/10/2021)
- 4.6 **22/06243/FU & 22/06244/LI** (Listed building application for) repairs and alterations to former railway lifting tower including landscaping and associated works. (approved under delegated powers on 14/02/2023)

## 5. HISTORY OF NEGOTIATIONS

- 5.1. This Pre-application Enquiry was lodged on 15.08.2024. Detailed discussions have taken place with relevant officers on 25.09.2024 (Design) 01.10.2024 (Landscape and accessibility) and 18.10.2024 (Highways)

## 6. CONSULTATION RESPONSES

### Statutory Consultees:

- 6.1. Not applicable

### Non-Statutory Consultees:

- 6.2. Flood Risk Management

The proposed development is located within Flood Zones 2 and 3 and there are records of recent flooding within the proposed development area adjacent areas. An initial review has also identified that there are no known surface water flood risks which may require specific mitigation and may impact on the proposed development. The proposed development is adjacent to the river Aire a designated Main River. The applicant has not submitted any drainage details in relation to the enquiry and a NPPF compliant site-specific Flood Risk Assessment should be submitted with any full planning application

### Contaminated Land

The Preliminary Site Assessment (desk study report) submitted and approved for 18/07929/OT was commissioned by the current applicant, considered office as a proposed use, and the site is currently a car park (and/or site compound) as it has been for many years. On the premise that it would therefore still be largely approvable it is suggested that this could be resubmitted in support of a full application (or a new or amended document if felt necessary by the relevant consultant).

### Local Plans

Detailed response on land use provided, see 'principle of development' section of appraisal at 11.1 of this report.

### Design Team

A Design focussed meeting with the design officer and developer took place on 25.09.2024 where the scheme was presented. The design team have advised support for the proposals which follow a now established vernacular across Wellington Place.

### Landscape Team

The proposals have been the subject of a detailed landscape design meeting, the proposals are supported in principle, would be the subject of planning conditions and advice has been provided to inform the next stage of design development prior to a formal submission.

## 7. PLANNING POLICIES

### 7.1. LOCAL PLANNING POLICY AND GUIDANCE

#### The Development Plan

7.1.1. As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan currently comprises the adopted Local Development Framework Core Strategy (2019), those policies saved from the Leeds Unitary Development Plan (Review 2006), the Site Allocations Plan (2019, as amended 2024), the Natural Resources and Waste Development Plan Document (2013, as amended 2015), the Aire Valley Leeds Area Action Plan (2017) and any made Neighbourhood Plan if applicable.

7.2. The site is allocated within the Site Allocations Plan as MX 1-8, is allocated for mixed use at 600 residential units and 121,175sqm of office space. The allocation boundary relates to the entire phase 1 and phase 2 Wellington Place sites.

7.2.1. The following policies from the Core Strategy are considered to be of most relevance to this development proposal:

General Policy Sustainable Development and the NPPF

Spatial Policy 1 Location and scale of development.

Spatial policy 2 hierarchy of centres and spatial approach to retailing, offices, intensive leisure and culture

Spatial Policy 3 City Centre Development

Spatial Policy 6 Housing requirement and allocation of housing land

Spatial policy 7 distribution of housing land and allocations

Spatial Policy 8 Economic development priorities

Spatial Policy 9 Employment

Spatial Policy 11 Transport infrastructure investment priorities such as pedestrian improvements

Policy CC3 Improving connectivity between the City Centre and Neighbouring Communities.

Policy EC2 Office development

Policy EC3 Employment use land

Policy P10 Design

Policy P11 Heritage

Policy P12 Landscape

Policy T1 Transport management

Policy T2 Accessibility requirements and new development

Policy H10 Accessible Dwellings

Policy EN1 Carbon dioxide reduction

Policy EN2 Sustainable design and construction

Policy EN4 District heating

Policy EN5 Managing flood risk

Policy CC1 City Centre Development

Policy G5 Open space provision

Policy G8 Protection of important species and habitats

Policy G9 Biodiversity Improvements

7.2.2. The following saved policies from the Unitary Development Plan are considered to be of most relevance to this development proposal:

Policy GP5 all planning considerations  
Policy BD2 design and siting of new buildings  
Policy LD1 landscaping

7.2.3. The following policies from the Natural Resources and Waste Local DPD are considered to be of most relevance to this development proposal:

Air 1 management of air quality through new development  
Water 1 water efficiency including sustainable drainage  
Water 7 surface water run-off  
Water 2 protection of water quality  
Water 4 development in flood risk areas  
Water 6 flood risk assessments  
Land 1 contaminated land  
Land 2 development and trees  
Minerals 3 coal safeguarding

#### Relevant Local Supplementary Planning Guidance/Documents

7.2.4. The most relevant local supplementary planning guidance (SPG), supplementary planning documents (SPD) are outlined below:

SPD Accessible Leeds  
SPD Building for Tomorrow Today: Sustainable Design and Construction  
Transport SPD  
SPG City Centre Urban Design Strategy

#### NATIONAL PLANNING POLICY AND GUIDANCE

##### National Planning Policy Framework

7.2.5. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system. The NPPF must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

##### National Planning Practice Guidance

7.2.6. The Planning Practice Guidance (PPG) provides commentary on the application of policies within the NPPF. The PPG also provides guidance in relation to the imposition of planning conditions. It sets out that conditions should only be imposed where they are necessary; relevant to planning and to the development to be permitted; enforceable; precise and reasonable in all other respects.

### 7.2.7. Other Legislation

Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 (the “Listed Building Act 1990”) reads: “In considering whether to grant planning permission... for a development which affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”

## 8. **CLIMATE EMERGENCY:**

8.1. The Council declared a climate emergency on the 27<sup>th</sup> March 2019 in response to the UN’s report on Climate Change.

8.2. The Planning Act 2008, alongside the Climate Change Act 2008, sets out that climate mitigation and adaptation are central principles of plan-making. The NPPF makes clear that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions in line with the objectives of the Climate Change Act 2008.

8.3. As part of the Council’s Best City Ambition, the Council seeks to deliver a low-carbon and affordable transport network, as well as protecting nature and enhancing habitats for wildlife. The Council’s Development Plan includes a number of planning policies which seek to meet this aim, as does the NPPF. These are material planning considerations in determining planning applications.

## 9. **PUBLIC SECTOR EQUALITY DUTY:**

9.1. The Equality Act 2010 requires local authorities to comply with the Public Sector Equality Duty. Taking into account all known factors and considerations, the requirement to consider, and have due regard to, the needs of diverse groups to eliminate discrimination, advance equality of opportunity and access, and foster good relations between different groups in the community has been fully taken into account in the consideration of the planning application to date and at the time of making the recommendation in this report.

## 10. **MAIN ISSUES**

- Principle of the proposed uses / departure from the Outline Planning Permission
- Design and Heritage
- Landscape
- Highways
- Footbridge / Riverside Walkway
- Climate Change

## 11. **APPRAISAL**

### 11.1 **Principle of the proposed uses / departure from the Outline Planning Permission**

11.1.1 The Phase 2 outline planning permission allows for an overall maximum quantum of development totalling up to 150,407 sqm Gross External Area for each the following:

- 76,783 sqm office floorspace (use class B1a)



- 23,443 sqm residential floorspace (use class C3)
- 12,868 sqm hotel floorspace (use class C1)
- 4,608 sqm flexible uses including retail (use class A1); financial and professional services use class A2); restaurants and bars (use class A3 and A4); hot food takeaway (use class A5); business floor space (use class B1); non-residential institution (use class D1) assembly and leisure (use class D2).
- Remaining floorspace is Multi Storey Car Park and basement car parking areas.

11.1.2 The Outline Planning Permission envisaged building 14 (building 13 as was originally denoted in the outline permission but renumbered going forwards) to be a hotel and the completion of buildings 11 and 12 and the approved permission for the recently commenced building 9 have (in effect) used up the allowances for office space afforded by the outline planning consent. Therefore, in order to progress a new office building at Wellington Place the applicant intends to 'sidestep' the outline permission for this phase of the overall development of Wellington Place and submit a full planning application for an office led use building with some active ground floor commercial use. It is on this point amongst others on which the view of members is sought.

The proposed development would replace the planned hotel site (building 14) within the outline consent. In this case, the deviation from the outline consent and the proposed change to an office building is not considered to be prejudicial to the overall allocation. Whilst in addition to office space the allocation seeks delivery of 600 residential units, the outline consent still retains a number of later phases yet to be delivered and through which the residential allocation can be fulfilled in due course.

11.1.3 On its other planning merits, officers consider an office building in lieu of the envisaged hotel is acceptable in land use terms. Wellington Place is hegemonic in terms of its office uses, however the site's geographic location within the general diverse mixed-use context of the city centre and also, the population of the Wellington Place estate with active, commercial ground floor uses has helped to avoid a potentially harmful monoculture. Therefore, in consideration of the above, in terms of the Site Allocation Plan, the site is considered acceptable for office uses in principle.

11.1.4 The enquiry states that the ground floor will include commercial retail type uses. Leeds's Adopted Development Plan adopts a 'centre first' approach. The proposal is within the City Centre Boundary but outside the Primary Shopping Quarter. It is also in close proximity to Wellington Street Local Convenience centre.

11.1.5 In particular, adopted policies advise that convenience retailing will be resisted outside the designated centres when greater than 200 sqm and officers consider it may be necessary to control the flexibility currently afforded by Class E within the Use Classes Order for this specific use given it's potential for conflict with adopted policies in the development plan.

11.1.6 Therefore, whilst not resolved at the point of this enquiry, the applicant will be expected to address any retail and associated policies and evidence that there will be no negative impact with regard to the centres first approach, but also giving consideration to the positive benefits active ground floor uses have brought to the estate and this area of the city centre, animating the new pedestrian routes and providing footfall and activity outside of traditional office hours of operation.

**11.1.7 Do members support the proposed end uses of the new building no.14?**

## 11.2 Design and Heritage

- 11.2.1 Despite a departure in land use terms from the outline planning permission, in respects of design, heritage and townscape matters, notwithstanding a very minor reorientation of the building footprint within the plot as was envisaged by the extant consent, the applicant's clear intention is to adhere to the clear design merits of the outline planning permission. The proposals can therefore be considered through the lens of continuation rather than deviation from the expected phase of development in the overall sequence of the redevelopment of the phase 2 site.
- 11.2.2 As was the case with the now commenced Wellington Place building 9 (on which members were satisfied in allowing officers the right to determine under delegated powers) officers consider the proposed façade design reacts positively to the site, with its tonality and design successfully mediating between the dynamic form of buildings 11 and 12, the heritage sensitive area around the Viaduct, the redbrick vernacular of the emerging residential led setting of the former Doncaster Monkbridge and Latitude sites and, the now well established buildings within Wellington Place delivered through the phase 1 outline permission. Whilst readable as a family of buildings it's now clear that the Wellington Place estate is, in design terms clearly a family, but a family of individual characters, with shared characteristics that do not extend to being monosyllabic.
- 11.2.3 The massing of the proposed building is derived from the master-planning requirement for a stepping scale across the site towards the River Aire. The Maximum Plot Boundaries Plan prepared for the 2019 Outline Planning Permission (18/07929/OT) sets a maximum height for building 13 (now referred to as building 14) of 83.000m AOD. The maximum parapet height for this new building 14WP will be within this maximum parameter.
- 11.2.4 The primary materials proposed for building 14 are:
- Dark coloured cast stone rainscreen cladding
  - Dark anodic bronze composite aluminium panels
  - Dark anodic bronze ribbed plant screen
  - Dark anodic bronze stick system curtain wall
  - Dark anodic bronze perforated mesh cladding
  - Double glazed units with solar control coating
  - Light anodic bronze accent fins.

Whilst departing from the outline consent in use terms, members are advised that the same suite of conditions concerning materials and detailed drawings would be imposed in the event of approval, to maintain the now evident quality in building and landscape and, for consistency and would not be diluted by virtue of a separate planning permission being required in this case.

- 11.2.5 In terms of the detailed building and façade design, inspiration is naturally taken from the adjacent heritage asset. The Grade II listed Holbeck Viaduct located adjacent to the site used to extend through the site to meet the wagon hoisting towers. Comprising 92 typically equally spaced arches, each arch is supported at each end by a heavy vertical element which provides a rigorous vertical expression. The design for building 14 references the viaduct to provide a rigorous grid (conforming to the masterplan design guide's preference for a 7.5m structural grid) and a clearly expressed vertical emphasis. To provide structural reinforcement and to emphasise the vertical expression, the Holbeck Viaduct utilises a double masonry thickening to provide

buttress support, this detail can be scaled up to provide a vertical expression in the emerging façade design.

11.2.6 Further reference to the Holbeck Viaduct is made through subtle reference to the 92 arched openings. Stone spandrel panels will adopt an arched form in plan only (not elevation). Officers consider this will introduce a new architectural language to the estate without appearing as a departure from the established architectural expression of the remainder of the estate.

11.2.7 **Do Members support the proposals in respect of design, scale, form and detailing?**

### **11.3 Landscape**

11.3.1 Wellington Place now has an established vernacular and typology of hard and soft landscaping and this latest proposal does not seek to deviate from this. It is considered that the proposed layout and landscape design will provide activity and passive surveillance along the main pedestrian routes by virtue of the proposed coordination of ground floor retail and amenity uses that have the potential to spill out via external seating areas.

11.3.2 Two new public squares have been provided within the estate, Tower Square and Viaduct Yard. Tower Square, centred around the Lifting Tower, was completed with the delivery of 11&12 Wellington Place. Viaduct Yard will predominantly be formed through the delivery of building 9 (permission 22/00775/RM approved under delegated powers). 14 Wellington Place will complete the enclosure of Viaduct Yard and will therefore, it is considered through its consistency and design, make a positive contribution to this important area of public realm for the city.

11.3.3 Officers have provided general landscape advice to inform a planning application in due course. Of particular note is the need to include the largest possible trees which should be used in terms of maximising climate change resilience. The site is constrained in this regard as a large extent of the proposed public realm would be atop a basement car park, which restricts delivery of deep soil depth. This arrangement will also place extra demand on irrigation and therefore the applicant has been advised this matter will be strictly controlled through conditions and a viable and maintainable standalone irrigation system will be required. As with other matters and noted above, officers will look to the existing suite of conditions pursuant to the Outline Planning Permission to be replicated and adapted for this new standalone proposal and application.

11.3.4 Officers have made the suggestion that an element of informal play be provided and the applicant has responded positively. Proposals on this feature are not yet formed at the time of this report, but the applicant has recognised the estate's location in a mixed use environment (particularly around Doncaster Monkbridge) where the estate acts as a transitional space and where families are an increasingly relevant demographic.

11.3.5 **Do members support the proposed approach to landscaping and pedestrian connectivity?**

## **11.4 Highways**

- 11.14.1 The basement area to the new building 14 is proposed to be designed to connect with the approved basement arrangement for building 9, with the internal basement layout for building 9 having already considered this link in its approved basement formatting. The future building 15 will be serviced from the shared access road between buildings 12 and 14.

40 car parking spaces are indicatively proposed within the basement including Electrical Vehicle Charging Points (EVCP), accessible and accessible EVCP, along with 18 motorcycle parking spaces, 84 double tier gas assisted racks accommodating 168 bicycles and 34 Sheffield Stands accommodating 68 bicycles for long stay. At this early design stage, officers do not have sufficient plan-based information and specifications to perform a full assessment in order to ensure the provision meets the quantum and spatial requirements of the Transport SPD. The matter will be given full assessment at the planning application stage and the matter will be controlled to ensure the provision meets the city's adopted parking guidelines.

A lay-by is provided for substation maintenance, deliveries, drop off and fire tender access. As the proposed servicing layby is different to that shown in masterplan layouts for the OT permission, vehicle tracking and additional information would be required at a formal application stage to demonstrate the suitability of the proposed layby on the internal service road.

- 11.14.2 The site is definitively in an accessible location within the city centre and is well served by public transport. An assessment of routes to/from the development will be carried out at the formal application stage to ensure these are accessible for all users, with any improvements required identified and included in any proposals- this is included in the proposed scope for the Transport Statement, the scope of which has been discussed and agreed between the applicant and officers at the recent meeting on 18.10.2024. There are planned cycle route improvements along Whitehall Road, which the highway works secured on the previous outline permission integrate with. Additional pedestrian wayfinding may be required both within and external to the wider Wellington Place estate and a contribution may be required to secure this. Again, officers would look to replicate the existing suite of conditions pursuant to the outline permission and adapt these where necessary.

- 11.14.3 **Do members support the emerging proposal in terms of highway matters?**

## **11.5 Footbridge / Riverside Walkway**

- 11.5.1 The Outline Planning Permission and its associated Section 106 agreement secures delivery of a low level footbridge (in addition to the viaduct connection) over the river between the edge of the building 14 plot and City Island (on the opposite bank). The section 106 also secures a link to the Yorkshire Post Riverside Walkway to be delivered by that adjacent scheme. The bridge facility will be delivered either at the occupation of the latter of either plots 15 or 16 or within ten years of the grant of the outline consent and is not relevant to this specific phase of the overall development. The bridge will be the subject of a separate planning application at the relevant juncture. Neither of these matters are prejudiced by the step away from the outline planning permission proposed for building 14.

- 11.5.2 Notwithstanding, members are advised that embryonic design work is now being undertaken by the applicant and advice is currently being sought by the applicant from the Environment Agency to ensure timely delivery. The practicalities of the delivery of

the bridge will impact upon this development proposal before members only in so far as the bridge landing point needs to be accommodated in the proposed landscape layout for this plot. At this stage, proposals for the landing point provided in the landscaping layout are indicative only, may be subject to change in future depending on the technical requirements arising from the design process for the bridge.

- 11.5.3 Officers however consider it encouraging the proposals address the likely spatial requirements for the bridge landing in the very early and emerging stages for the building 14 scheme. Initial dialogue has been opened between the developer and the council's access officer through this enquiry process for building 14, however at this stage, no further details on the bridge link can be provided to members. Members will be presented with the relevant details on this matter when possible and appropriate to do so and when design work is more advanced.

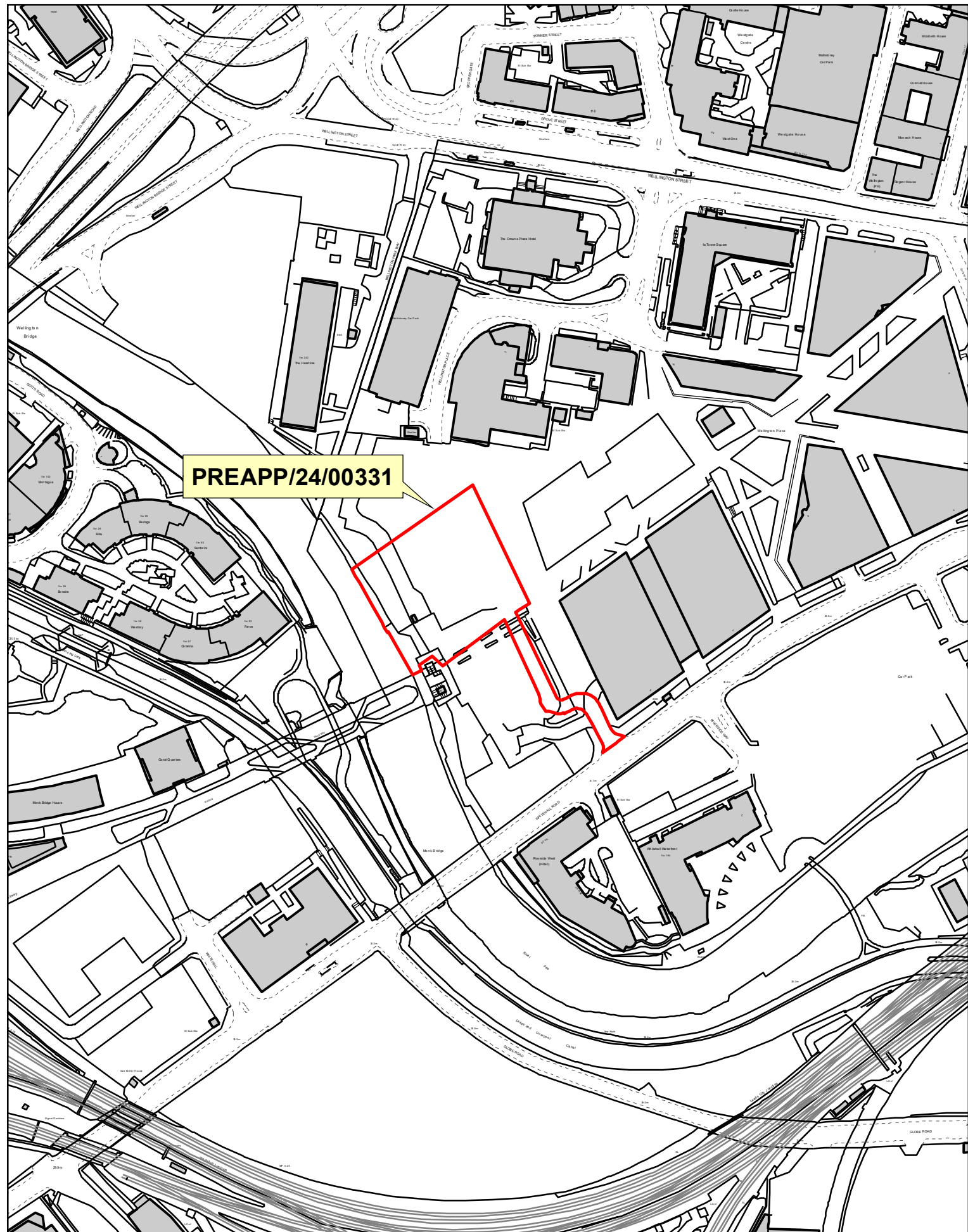
## 11.6 **Climate Change**

Much like the design ethos employed on building 9, the applicant is seeking a very high standard of climate change resilience for the new building. The design intends to provide a highly sustainable development with flexibility to accommodate a hybrid ventilation strategy. The intention is for the building to be all electric and net zero carbon in its operation. The applicant is targeting (amongst other accreditations) BREEAM 'Outstanding'. Clearly given that this exceeds the current adopted planning policy requirement, this approach is highly endorsed and will be assessed in detail at the planning application stage alongside the finalised suite of supporting information.

## 12. **CONCLUSION:**

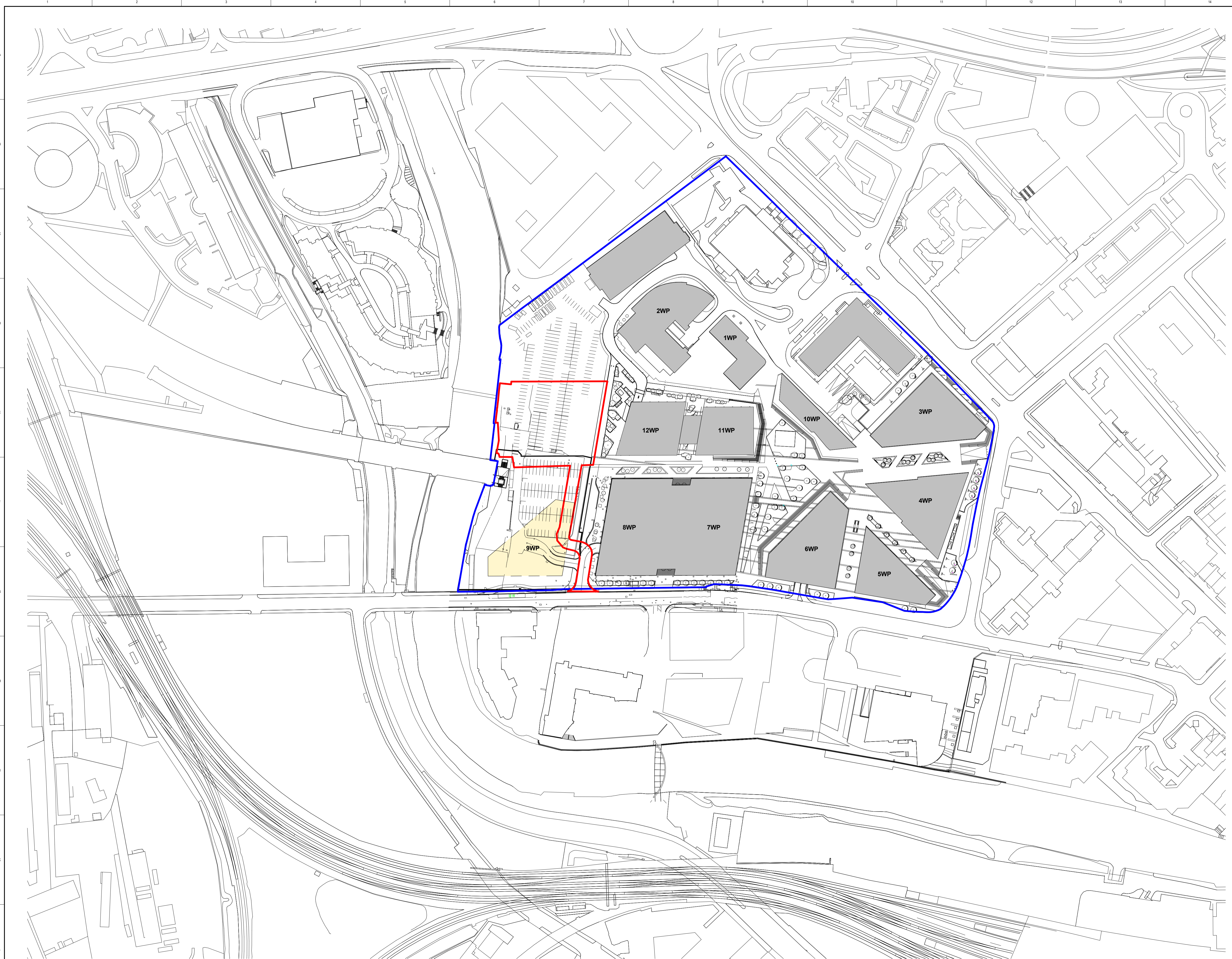
Members are asked to note the contents of the report and the presentation. In addition, Members are invited to provide feedback in response to the following key questions asked in the report above and as follows:

- **Do members support the proposed end use of the building?**
- **Do Members support the proposals in respect of design, scale, form and detailing?**
- **Do members support the proposed approach to landscaping and pedestrian connectivity?**
- **Do members support the proposal in terms of highway matters?**



PREAPP/24/00331

# CITY PLANS PANEL



Client Name  
**MEPC**

Structural Engineer Name  
**Curtins**

Services Engineer Name  
**Arup**

Consultant Name  
**Gardiner & Theobald**

Key plan

Notes:  
 Do not scale. Figured dimensions only to be taken from this drawing. Check dimensions on site & report discrepancies to the architect.

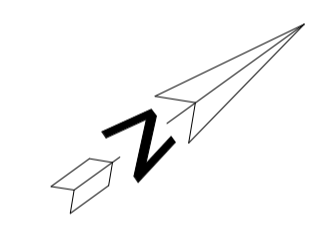
This Drawing is protected by copyright. ©

All areas have been measured from current drawings. They may vary because of (EG) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

**Site Boundary Legend - Planning**

	Land within application ownership
	14WP Red Line Boundary
	9WP Approved Building Footprint
	As Built
	As Approved
	As Proposed

Notes:  
 Riverside boundary based on Curtins FAS2 Drawing no: 058505-CLB-00-ZZ-MS-S-21-00001  
 9WP Boundary based on Plan-IE drawing no: 2735-PLA-00-XC-DR-A-0001  
 11&12WP Boundary based on tp bennett drawing no: 511253-TPB-ZZ-00-DR-A-00010  
 Estate ownership boundary based on tp bennett drawing no: 511253-TPB-ZZ-00-DR-A-00010  
 Viaduct boundary based on Sheppard Robson drawing no: 8146-598-XC-DR-A-00101  
 Masterplan plot parameters based on 2019 consent, to bennett drawing no: 511253-TPB-ZZ-00-DR-A-00010



P03	S2	21-10-2024	Red line boundary amended.	JTU	ADV
P02	S2	02-08-2024	Viaduct link added. Site 2 boundary & pedestrian footbridge removed. red line boundary merged, amendments to boundary on Whitehall Road and amendments to legend in accordance with Planning Consultant comments	KNW	JTU
P01	S2	29-07-2024	First Issue	KNW	JTU

No.	Suit.	Date	Comment	Drawn	Checked
Revs					

Issue Purpose  
**Preliminary**

**tp bennett**

Royal Mills Unit 2B 17 Redhill Street Manchester M4 5BA | UK +44 (0) 161 694 7700  
 www.tpennett.com

Project  
**14 Wellington Place**  
**Wellington Place**  
**Leeds**

Drawing Title  
**Existing Site Location Plan**  
**Planning Drawing**

Drawn	Date	Scale @ A1
KNW	24/07/2024	1:1250

Project	Originator	Volume	Level	Type	Role	Number	Subality	Revision
T8200	TPB	ZZ	ZZ	DR	A	04001	S2	P03

1 Existing Site Location Plan  
 1:1250

