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Supplementary Information

Licensing Sub Committee

18th October 2022

Agenda Item 7 - Application for the Grant of a Premises Licence for Shimlas Leeds

Ltd 293 Roundhay Road, Leeds, LS8 4HS

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Highways Supporting Statement

Proposed Extension to Operating Hours – 293 Roundhay Road

6th October 2022

Introduction

Andrew Moseley Associates (AMA) have been commissioned to prepare a Highways Supporting Statement (HSS) in relation to proposals to extend the operational hours of 293 Roundhay Road, Leeds. This HSS will review the potential highways and traffic impacts associated with these proposals.

Site Location, Existing Operation and Proposals

The site is located at 293 Roundhay Road in Harehills, approximately 2.7km northeast of Leeds city centre. The site is bound to the north by commercial uses; to the east by Roundhay Road; to the south by Harehills Lane; and to the west by residential development.

The site is currently occupied by Shimlas Restaurant, which is frequented by dine-in customers as well as offering a collection service, and a delivery service through Uber Eats.

Planning permission was granted in 2018 for the change of use of the site from a bank to a restaurant / café and hot food takeaway (18/00776/FU). Condition 5 of the permission restricts the opening hours of the premises to 10:00-23:00 Monday to Sunday and bank holidays. Condition 6 restricts the hours for the use of loading, unloading and deliveries (including waste) to 08:00-10:00, in the interests of amenity and highway safety.

Vehicular access to the site is taken from Harehills Lane, in the form of a priority junction. Pedestrian access to the restaurant is taken from Roundhay Road. A car park and service yard are provided to the rear of the site.

The proposals are to extend the existing operating hours of the site (for serving food and drink) to 03:00 Monday to Saturday and to 02:30 on Sundays. No changes are proposed to the use of the site, or external operations. Music will not be played outside the hours of 11:00 and 00:00.

Access by Sustainable Modes – Walking, Cycling and Public Transport

The site is considered to be highly sustainable, situated within an existing commercial area in the suburb of Harehills. Substantial footways are provided along Roundhay Road, providing high capacity for pedestrian movements. Controlled, staged crossings are provided across the junctions within the immediate vicinity of the site, ensuring safe permeability of the local area for pedestrians. Beyond the immediate commercial area and uses, surrounding the site, there is a large catchment of residential uses, providing the opportunity for many customers to travel to the site on foot.

A shared bus / cycle lane is provided along the site frontage on Roundhay Road, which goes on to take the form of advisory cycle lanes to the north of the site, provided on both sides of the carriageway. Cycle crossing facilities are provided over Roundhay Road immediately north of the site. Beyond the immediate commercial area and uses, surrounding the site, there is a large catchment of residential areas and cycling provides a feasible option for food delivery to serve these.

A bus stop is located on the site frontage onto Roundhay Road and is provided with an off-carriageway layby, shelter and seating. Additional stops are provided to the north and south on Roundhay Road, to the east on Easterly Road and to the west on Harehills Lane. The relevant services calling at these stops are summarised in **Table 1** below.

Table 1 Local Bus Services

No.	Route	Frequency		
		Mon-Fri	Sat	Sun
12	White Rose Centre – Leeds – Harehills – Roundhay Park – Chapeltown	15 mins	15 mins	30 mins
13	Middleton – Leeds – Harehills – Gledhow	30 mins	30 mins	Hourly
13A	Middleton – Leeds – Harehills – Chapeltown	30 mins	30 mins	Hourly
49	Bramley – Kirkstall – Hyde Park – Leeds – Harehills – Seacroft	15 mins	20 mins	30 mins
50	Horsforth – Kirkstall – Hyde Park – Leeds – Harehills – Seacroft	24 mins	24 mins	Hourly
50A	Horsforth – Kirkstall – Hyde Park – Leeds – Harehills – Seacroft	24 mins	24 mins	Hourly
91	Pudsey – Bramley – Kirkstall – Headingley – Chapel Allerton – Harehills – Halton Moor	30 mins	30 mins	30 mins
X98	Leeds – Oakwood – Collingham – Wetherby	Hourly	Hourly	-
X99	Leeds – Oakwood – Collingham – Wetherby	Hourly	Hourly	Hourly

Given that set out above, it is considered that the development site is in a highly sustainable location, where journeys can be undertaken on foot or by cycle. Those journeys slightly longer in nature can be undertaken by public transport.

Highway Considerations

A number of objections have been received from local residents, Councillors and from Leeds City Council's (LCC) Environmental Protection Team. Consideration is given to each of the highway-related objections below.

Additional Vehicle Movements

A number of concerns have been raised with regard to the increase in vehicle movements to and from the site as a result of the proposed extension to the operating hours. These concerns primarily relate to noise disturbance from customers and delivery drivers, as well as the impact on the nearby road junction of Harehills Lane and Roundhay Road.

In order to understand the impact of the proposals, a review of the TRICS trip rate database has been undertaken. Consideration has been given to both restaurant and take away uses, and the traffic they generate between 23:00 and 03:00. None of the surveys undertaken within TRICS go beyond 01:00, however, the trip rates and associated trip generation of the development for the available hours is summarised in **Table 2** below.

Table 2 Trip Rates and Trip Generation

	Trip Rate		Trips (290sqm)	
	Arrivals	Departures	Arrivals	Departures
Restaurant				
23:00-00:00	0.265	0.505	1	1
00:00-01:00	0.211	0.211	1	1
Take Away				
23:00-00:00	0.138	0	0	0
00:00-01:00	-	-	-	-

It can be seen that in the extended hours that the restaurant will be open, it is likely to generate just two vehicle movements per hour. It is not considered that this level of vehicle movements would result in a notable increase in vehicle-associated noise, particularly given the busy nature of the surrounding road network.

Furthermore, as part of the original planning permission, loading, unloading and deliveries (including waste) is restricted to 08:00-10:00. Therefore, the proposals will not result in any increase to noise associated with deliveries and servicing of the site.

Highway Safety

Concerns have been raised around highway safety, both for vehicles and pedestrians. It has been cited that the site is located next to a busy junction and the proposals will increase the risk of road traffic and pedestrian accidents.

Personal Injury Collision (PIC) data has been obtained from LCC for the local road network, covering the latest five-year period. The collision plot is included at **Appendix A**. In total, 20 collisions were recorded, of which three were classified as 'serious' in severity, and the remaining as 'slight'.

No incidents were recorded at the site frontage onto Roundhay Road.

Just one of the recorded incidents involved pedestrians. This incident occurred at the junction of Easterly Road and Harehills Lane and was the result of two children running out into the road into the path of a vehicle. This incident was classified as 'slight' as the driver was able to slow down sufficiently to avoid causing serious injury.

The primary causation factor of incidents was drivers / riders failing to look properly. No incidents occurred as a result of the existing road layout.

It does not appear that there is a pattern to the road safety record that could be attributed to the site. Furthermore, as noted above, the proposed extension to the operating hours is expected to have a minimal impact in terms of trip generation. As such, it is not expected that the proposals will worsen the existing safety record to a material extent.

Parking

A number of concerns have been raised in relation to parking, including allegations of indiscriminate parking by customers on the footway and on local streets.

The site has a car park to the rear, which has capacity to accommodate ten vehicles. It is not considered that a high number of customers will be visiting the site within the extended opening hours and therefore this level of provision should be sufficient to accommodate demand. Given the minimal number of dine-in customers during these times, delivery drivers will be able to make use of the car park when collecting orders.

The site has been shown to be in a highly sustainable location, where customers, and delivery personnel, will not be reliant on the private car. The extended operating hours are also at a time when other local businesses are not operational, and therefore any publicly available parking is likely to have spare capacity.

Furthermore, the above trip generation exercise has demonstrated that the site will generate a minimal level of vehicle movements during the extended operating hours, and therefore it is not expected that demand for parking will notably change from the existing situation.

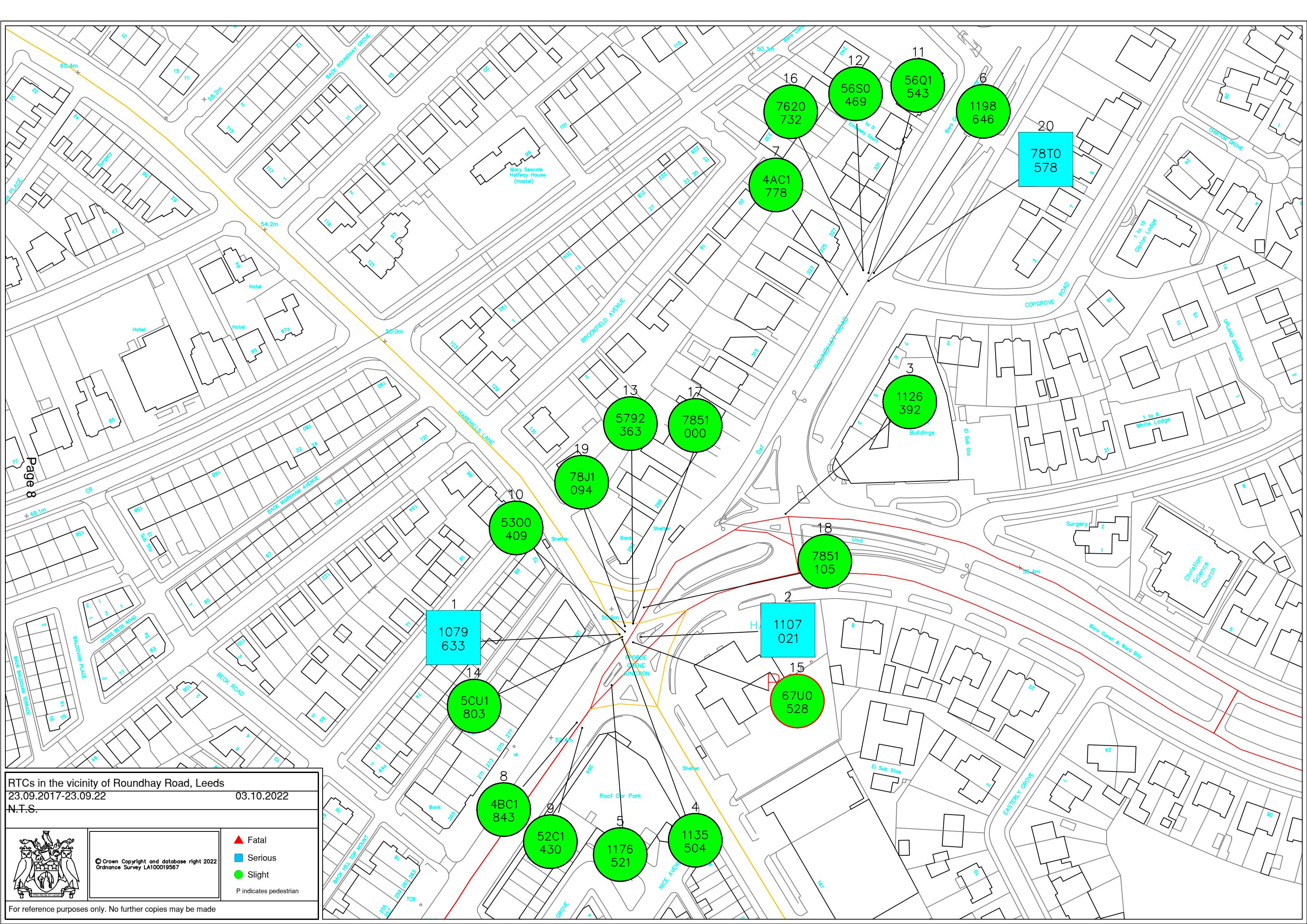
Summary and Conclusions

It is considered that the information contained in this Statement provides sufficient detail to demonstrate that the impact of the proposals will not be detrimental to the local highway network, nor will the highway impact lead to significant changes to existing noise levels, safety records, or parking demand.

The extension to the operating hours will not result in a notable increase in vehicle trips to and from the site. As such, the concerns relating to increased noise disturbance, indiscriminate parking and road safety are unsubstantiated and are not sufficient reasons to refuse the proposed extension to operating hours.

Appendix A


Personal Injury Collision Plot



RTCs in the vicinity of Roundhay Road, Leeds

23.09.2017-23.09.2203.10.2022

N.T.S.



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Ordnance Survey LA100019567

▲ Fatal

■ Serious

● Slight

P indicates pedestrian

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Page 8

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Ref: AS22-59

Date: 13 September 2022

NOISE IMPACT ASSESSMENT FOR PROPOSED DEVELOPMENT:

**293 Roundhay Road, Leeds,
West Yorkshire LS8 4HS**

Prepared for:

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LS8 4HS

Prepared by:

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Institute of Acoustics number: 43468

Test Report Number: AS22-59

This report has been prepared by Acoustic Solutions with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporating our General Terms and Conditions of Business and taking account of the resources devoted to us by agreement with the client.

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The author of this report represents Acoustic Solutions to the exclusion of all other organisations.

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Consultant in Noise & Vibration
AS22-59
Noise Impact Assessment: 293 Roundhay Road, Leeds, West Yorkshire LS8 4HS

1.00 INTRODUCTION

1.1

293 Roundhay Road, AKA Shimlas, Leeds is a restaurant/takeaway. Acoustic Solutions has been commissioned by Mr Javid to undertake a noise impact assessment for the proposed premises licence application, reference, PREM/04962/001 for a change of operational hours from 11:00 - 23:00 hours (seven days per week) to 11:00 – 03:00 hours (Monday to Saturday) and 11:00 – 02:30 hours (Sundays) at 293 Roundhay Road, Leeds. It is also proposed that amplified music will be played within the premises between 11:00 – 00:00 hours (seven days per week).

Concern has been raised by Leeds City Council about potential noise disturbance arising from this change of hours. In particular, the following noise sources occurring after 00:00 hours have been identified as being potentially problematic:

- Customers (in the street);
- Delivery drivers and vehicles arriving and leaving;
- Car doors slamming;
- Music from delivery/customers' car radios which would continue into hours where it may adversely affect sleep and other loss of the use and enjoyment of a property;
- Recorded music coming from the premises;
- The kitchen extract ventilation system;
- General activities of the business transmitting through the structure to the residents in the surrounding properties.

1.2

The objectives for the noise impact assessment were as follows:

- At the nearest identified noise-sensitive dwelling to 293 Roundhay Road, 137 Harehills Lane, establish the noise impact of each of the noise sources identified;
- Establish the current 00:00 to 03:00 hours noise environment in the vicinity of the nearest noise-sensitive dwelling to 293 Roundhay Road.
- At the nearest noise-sensitive dwelling, predict the likely noise impact from the identified noise sources at 293 Roundhay Road, between the hours of 23:00 and 03:00 hours.

1.3

This report details the methodology and results of the assessment. It has been prepared to accompany an application for planning permission that is to be submitted to Leeds City Council for the proposed development of the application site.

1.4

This report has been prepared for the sole purpose described above and no extended duty of care to any third party is implied or offered. Third parties referring to the report should consult Mr Javid and Acoustic Solutions as to the extent to which the findings may be appropriate for their use.

1.05

A glossary of acoustic terms used in the main body of the text is contained in Appendix One.

2.00 NOISE IMPACT ASSESSMENT CRITERIA

2.1

In terms of noise impact assessment criteria, Paragraph 170e of the National Planning Policy Framework (NPPF) 2018 states that planning policies and decisions should contribute to and enhance the natural local environment by *'preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.'*

2.2

Planning Practice Guidance specifically dealing with noise was uploaded to the Government's Planning Portal in March 2014 as an accompaniment to the National Planning Policy Framework. This guidance is summarised herein.

2.3

The guidance states that noise needs to be considered when new developments may create additional noise. Whilst noise can override other planning concerns, neither the Noise Policy Statement for England nor the National Planning Policy Framework (which reflects the Noise Policy Statement for England) expects noise to be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development.

2.4

In order to determine noise impact, local planning authorities' plan-making and decision taking should take account of the acoustic environment and in doing so consider:

- Whether or not a significant adverse effect is occurring or likely to occur;
- Whether or not an adverse effect is occurring or likely to occur, and;
- Whether or not a good standard of amenity can be achieved.

2.5

In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation.

2.6

In terms of Observed Effect Levels:

- No Observed Adverse Effect Level (NOAEL) – This is the level of noise exposure below which no effect at all on health or quality of life can be detected;
- Lowest Observed Adverse Effect Level (LOAEL) – This is the level of noise exposure above which adverse effects on health and quality of life can be detected, and;
- Significant Observed Adverse Effect Level (SOAEL) – This is the level of noise exposure above which significant adverse effects on health and quality of life occur.

2.7

At the lowest extreme, when noise is not noticeable, there is by definition no effect. As the noise exposure increases, it will cross the 'no observed' effect level as it becomes noticeable. However, the noise has no adverse effect so long as the exposure is such that it does not cause any change in behaviour or attitude. The noise can slightly affect the acoustic character of an area but not to the extent there is a perceived change in quality of life. If the noise exposure is at this level no specific measures are required to manage the acoustic environment.

2.8

As the exposure increases further, it crosses the lowest observed adverse effect level boundary above which the noise starts to cause small changes in behaviour and attitude, for example, having to turn up the volume on the television or needing to speak more loudly to be heard. The noise therefore starts to have an adverse effect and consideration needs to be given to mitigating and minimising those effects (taking account of the economic and social benefits being derived from the activity causing the noise).

2.9

Increasing noise exposure will at some point cause the significant observed adverse effect level boundary to be crossed. Above this level the noise causes a material change in behaviour such as keeping windows closed for most of the time or avoiding certain activities during periods when the noise is present. If the exposure is above this level the planning process should be used to avoid this effect occurring, by use of appropriate mitigation such as by altering the design and layout. Such decisions must be made taking account of the economic and social benefit of the activity causing the noise, but it is undesirable for such exposure to be caused.

2.10

At the highest extreme, noise exposure would cause extensive and sustained changes in behaviour without an ability to mitigate the effect of noise. The impacts on health and quality of life are such that regardless of the benefits of the activity causing the noise, this situation should be prevented from occurring.

2.11

The following table summarises noise exposure hierarchy, based on likely average response.

Table 2.1 Guideline “Absolute” Sound Level¹

Absolute Sound Level	Absolute Level:	≤40dB	41 - 45dB	46 - 50dB	51 - 55dB	56 - 60dB	≥60dB
	Daytime Effect: ²	NOAEL	NOAEL	NOAEL	LOAEL	SOAEL	SOAEL+
	Evening Effect: ³	NOAEL	NOAEL	LOAEL	SOAEL	SOAEL	SOAEL+
	Night-time Effect: ⁴	NOAEL	LOAEL	SOAEL	SOAEL	SOAEL	SOAEL+
	Effect / Impact Description:	No observed effect on health or quality of life.	Sleep disturbance in bedrooms with window open.	Speech intelligibility within living areas with windows open resulting in moderate annoyance. Greater potential for sleep disturbance and adverse health impact.	Increased potential for sleep disturbance, including significant adverse health effects. Gardens and amenity spaces affected.	Significant adverse health effects likely to all habitable rooms. Occupants unable to open windows due to noise ingress and unable to enjoy garden / amenity areas.	High risk of significant adverse health impact. Unable to use garden and amenity space or have windows open for ventilation.
Mitigation Considerations:		A1 Use design, layout and landscaping (DLL) to create and preserve areas of amenity and tranquillity to enhance the noise environment.	A2 Protect bedroom facades from noise through DLL. Provide minimum double-glazing with trickle vents to bedrooms.	A3 Protect habitable room facades from noise through DLL with greater protection for bedrooms. Provide higher spec double-glazing with trickle-vents to all habitable rooms.	A4 Bedroom facades to be protected through DLL to bring below LOAEL. Provide higher spec double-glazing with trickle vents to all habitable rooms. Protection of gardens and amenity space through DLL and acoustic fencing.	A5 Bespoke assessment of noise mitigation needs, including consideration of alternative to open window ventilation provision to protect internal noise environment and protection of garden / amenity areas through DLL to bring below LOAEL.	A6 Bespoke assessment of noise impact and mitigation, including DLL, protection of building envelope and provision of alternative amenity space.
Planning Consideration:		No objection	No objection subject to Approved Plans and/or conditions to include satisfactory window specification to bedrooms with facades exposed to LOAEL noise.	No objection subject to Approved Plans and/or conditions to include satisfactory window specification to all habitable rooms with facades exposed to LOAEL noise.	Details of noise mitigation to be supplied as part of planning approval process. Conditions required to implement control measures within the noise report. Refusal if noise report is inadequate.	Details of noise mitigation to be supplied as part of planning approval process. Conditions required to implement control measures within the noise report. Refusal if noise report is inadequate.	Presumption against planning permission being granted, unless detailed noise impact assessment and approved mitigation measures implemented through conditions. Post completion verification of mitigation measures required.

¹ Free-field, outdoor noise level expressed as dB LAeq(T), where T is the reference time period for the relevant Day, Evening or Night-time period.

² Day is from 07:00 to 19:00 and the reference time period (T) is 8 hours.

³ Evening is from 19:00 to 23:00 and the reference time period (T) is 4 hours.

⁴ Night is from 23:00 to 07:00 and the reference time period (T) is 8 hours.

2.12

The subjective nature of noise means that there is not a simple relationship between noise levels and the impact on those affected. This will depend on how various factors combine in any particular situation. These factors include:

- The source and absolute level of the noise together with the time of day it occurs;
- For non-continuous sources of noise, the number of noise events, and the frequency and pattern of occurrence of the noise;
- The spectral content of the noise (i.e. whether or not the noise contains particular high or low frequency content) and the general character of the noise (i.e. whether or not the noise contains particular tonal characteristics or other particular features);
- The local acoustic character of the area.

2.13

In addition, further useful contextual guidance is provided in:

- British Standard 4142:2014 'Methods for Rating and Assessing Industrial and Commercial Sound' (BS 4142);
- British Standard 8233:2014 'Guidance on Sound Insulation and Noise Reduction for Buildings' (BS 8233);
- World Health Organisation (WHO) Guidelines for Community Noise (1999)

2.14

BS 4142 states:

The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs'. Typically, the greater this difference, the greater the magnitude of the impact. For example:

- *A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context;*
- *A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context;*
- *The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context*
- *Adverse impacts include, but are not limited to, annoyance and sleep disturbance. Not all adverse impacts will lead to complaints and not every complaint is proof of an adverse impact. Where the initial estimate of the impact needs to be modified due to the context, take all pertinent factors into consideration, including the absolute level of sound. For a given*
- *difference between the rating level and the background sound level, the magnitude of the overall impact might be greater for an acoustic environment where the residual sound level is high than for an acoustic environment where the residual sound level is low. Where background sound levels and rating levels are low, absolute levels might be as, or*

more, relevant than the margin by which the rating level exceeds the background. This is especially true at night.

2.15

British Standard 8233:2014 'Guidance on Sound Insulation and Noise Reduction for Buildings' sets indoor ambient noise levels from residential dwellings (see table below).

Table 2.2 – Indoor Ambient Noise Levels in Dwellings (BS 8233): 2014

Activity	Location	Good Indoor Ambient Noise Levels	
Resting	Living Room	35 dB LAeq (0700–2300)	-
Sleeping (daytime resting)	Bedroom	35 dB LAeq (0700–2300)	30 dB LAeq (2300–0700)

2.16

With regard to sound attenuation through the building envelope, the 'weak points' in the building façade are generally considered to be the windows. The worked example (G.1) at Annex G of BS 8233 suggests that a partially opened window would provide sound attenuation of approximately 15 dB R_w . The Standard also suggests that “..*standard insulating glass units have an insulation value of approximately 30 dB R_w* ” when closed.

2.17

With respect to noise affecting external areas, i.e. gardens, BS 8233 states that “..*it is desirable that the steady noise level does not exceed 50 dB LAeq, and 55 dB LAeq should be regarded as the upper limit*”.

2.18

The World Health Organisation's Guidelines for Community Noise (1999) sets indoor ambient noise levels from residential dwellings (see table below).

Table 2.3 – Indoor Ambient Noise Levels in Dwellings (WHO 1999)

Activity	Location	Good Indoor Ambient Noise Levels	
		35 dB LAeq (0700–2300)	-
Resting	Living Room	35 dB LAeq (0700–2300)	-
Sleeping (daytime resting)	Bedroom	35 dB LAeq (0700–2300)	30 dB LAeq (2300–0700)

3.0 BASELINE NOISE SURVEY

3.1

The application site is 293 Roundhay Road (Appendix Two). The premises is located in a detached building that stands on the junction of two busy highways: Roundhay Road and Harehills Lane. The premises' access to the public is situated on its south-eastern (front) façade. Directly outside this is an off-road bus stop bay. It is anticipated that between the hours of 23:00 and 03:00 hours when no buses are operating, this bay will be used by customers' and delivery staff vehicles. The nearest noise-sensitive dwellings to this south-eastern façade are the properties located above the Continental Supermarket at the Din Building: 43 metres distance.

The premises' kitchen extraction system and its air conditioning fans are located on the wall of its north-west façade. Also to the north-west is an enclosed courtyard. It is anticipated that delivery staff vehicles may also use this courtyard. The nearest noise-sensitive dwellings to this north-western façade is 137 Harehills Lane: 15 metres distance.

3.2

In order to establish the 23:00-03:00 hours background noise levels at the application site and its surrounding environs, a baseline noise survey was undertaken on Sunday 11 September between these hours.

In order to establish the 21:00-23:00 hours noise levels associated with the operation of restaurant/takeaway activities at the application site and its surrounding environs, a noise survey was undertaken on Monday 12 September between these hours.

3.2

For the purpose of the assessment, four noise monitoring positions, MP1, MP2, MP3 and MP4 were adopted in free field environments at over 1.5 metres above ground and over 3 metres from any vertical reflective surface.

- MP1. Outside north-western façade of the Din Building. The monitoring position was selected to assess evening noise levels associated with the operation of the restaurant/takeaway's activities at 293 Roundhay Road, and night time 'baseline' night time noise levels in the vicinity of these dwellings.
- MP2. Outside south-eastern gable-end façade of 137 Harehills Lane. The monitoring position was selected to assess evening noise levels associated with the operation of the restaurant/takeaway's activities at 293 Roundhay Road.
- MP3. Courtyard outside the north-western (rear) façade of 293 Roundhay Road. The monitoring position was selected to assess the ambient noise level in the presence of noise associated with the operation of the restaurant's air extraction and air conditioning systems. Measurements conducted for the purposes of a BS4142+A1 assessment of the air extraction system. For the assessment, MP3 was located 3 metres from the kitchen extraction flue's outlet terminal.
- MP4. Rear of 219A Roundhay Road. The monitoring position was selected to assess the residual and background noise levels in the absence of noise (inaudible at this location) associated with the operation of the restaurant's air extraction and air conditioning systems, and to replicate the sound levels within the courtyard at the rear of 293 Roundhay road, where the courtyard's wall reduce the influence of road traffic noise. Measurements conducted for the purposes of a BS4142+A1 assessment of the air extraction system.

3.3 Noise Assessment Measurements

A series of hourly 15-minute noise measurements were undertaken using a Type 1 integrating sound level meter (Appendix Three). The measurement system calibration was verified immediately before the commencement of the measurement sessions and again at the end. Weather conditions throughout the survey were dry and clear with a maximum southerly wind speed of 2 metres per second: appropriate for monitoring. Measurements consisted of A-weighted parameters: L_{Aeq} and L_{A90} .

3.4 MP1

MP1. Evening (21:00-23:00 hours) Evening sound levels can be described as noisy. The dominant noise source was from road traffic travelling along Roundhay Road. Patrons were seen entering and leaving from the front of 293 Roundhay Road. They were not audible from the microphone location. None of the noise sources associated with 293 Roundhay Road, as identified in Paragraph 1.1, were audible at the microphone location.

Table 3.1 summaries evening noise levels at MP1, including average L_{Aeq} / L_{A90} values and the maximum L_{AMax} value.

Table 3.1 – MP1: Evening Noise Measurements

Measurement Time	Residual Noise Level, dB, L_{Aeq} , 15 min	Background Noise Level, dB L_{A90} , 15 min	Measured Noise Level, dB L_{AMax} , 15 min
20:00	70.3	55	78.5
21:00	69	55.1	80.5
22:00	67.6	54.6	81
23:00	68.9	54	77.8
Average	69	55	81

MP1. Night Time (23:00-03:00 hours) Night time sound levels can be described as moderate to moderately noisy. The dominant noise source was from road traffic travelling along Roundhay Road.

Table 3.2 summaries night time noise levels at MP1, including average L_{Aeq} / L_{A90} values and the maximum L_{Amax} value.

Table 3.2 – MP1: Night Time Baseline Noise Measurements

Measurement Time	Residual Noise Level, dB, L_{Aeq} , 15 min	Background Noise Level, dB L_{A90} , 15 min	Measured Noise Level, dB L_{Amax} , 15 min
00:00	66.7	52.8	79
01:00	63.5	47.6	78.2
02:00	60.1	42	67.9
03:00	61	42.6	66
Average Background	63	46	79

MP2. Evening (21:00-23:00 hours) Evening sound levels can be described as noisy. The dominant noise source was from road traffic travelling along Roundhay Road and Harehills Lane. A small number of vehicles (four per hour) were seen entering and leaving the courtyard at the rear of 293 Roundhay Road. The sound of these vehicles was audible, but, in terms of measurement, it could not be differentiated from the sound of general road traffic. No amplified music playing at 293 Roundhay Road was audible. No cooking or kitchen-related noise was audible. No dining area-related noise was audible.

Table 3.3 summaries evening noise levels at MP2, including average L_{Aeq} / L_{A90} values and the maximum L_{Amax} value. Since noise from customer/staff vehicles (arriving, departing, music playing from within) could be differentiated from general sound, Table 3.4 summarises sound levels from these sources at 1 metre earlier in the day.

Table 3.3 – MP2: Evening Noise Measurements

Measurement Time	Residual Noise Level, dB, L_{Aeq} , 15 min	Background Noise Level, dB L_{A90} , 15 min	Measured Noise Level, dB L_{Amax} , 15 min
20:00	68.3	53	81.1
21:00	67.7	53.4	77.6
22:00	68	52.5	79.9
23:00	67.1	53.1	80.4
Average	68	53	80.4

Table 3.4 Customer/Staff Vehicle-Related Noise Measurement

Noise Source	Residual Noise Level, dB, L_{Aeq} , 15 min	Background Noise Level, dB L_{A90} , 15 min	Measured Noise Level, dB L_{Amax} , 15 min
Car Door Closing @ 1 m	66.9	41.7	79.4
Car Arriving @ 1	54.9	44.9	67.5
Car Departing @ 1 m	59.4	45.6	71.6
Music from Car @ 1 m	63.5	59.0	68.2

MP2. Night Time (23:00-03:00 hours) Evening sound levels can be described as noisy. The dominant noise source was from road traffic travelling along Roundhay Road and Harehills Lane.

Table 3.5 summaries night time noise levels at MP2, including average L_{Aeq} / L_{A90} values and the maximum L_{Amax} value.

Table 3.5 – MP2: Night Time Baseline Noise Measurements

Measurement Time	Residual Noise Level, dB, $L_{Aeq, 15 \text{ min}}$	Background Noise Level, dB $L_{A90, 15 \text{ min}}$	Measured Noise Level, dB $L_{Amax, 15 \text{ min}}$
00:00	62.1	50	77.4
01:00	61.4	50.6	76.8
02:00	58.3	51.5	68.2
03:00	58	49.3	66.6
Average Background	60	50	77

MP3. Evening (22:00 hours) The dominant noise source was from the kitchen extraction flue serving 293 Roundhay Road. The sound consisted of a steady, unceasing hum. There was no tonal element to the noise. The air conditioning units were inaudible. Noise from road traffic travelling along Roundhay Road and Harehills Lane was also significant.

MP4. Evening (22:00 hours) The dominant noise source was from road traffic travelling along Roundhay Road and Harehills Lane was also significant.

Table 3.6 summarises the evening ambient sound level at MP3 and the residual and background noise level at MP4.

Table 3.6 – MP3 & MP4: Evening Ambient, Residual and Background Noise Levels

Period	Ambient Noise, dB, L_{Aeq}	Residual Noise, dB, $L_{Aeq, 15}$	Background Noise, dB, $L_{A90, 15}$
Evening	57	55	50

4.0 DISCUSSION

4.1 Noise from Patrons in the Street

It is understood that, between 23:00 and 03:00 hours, Shimlas Leeds will focus on home deliveries; however, to illustrate an absolute worse-case scenario, it will be assumed that 10x customers will leave the premises together at 03:00 hours and walk past the nearest noise-sensitive dwelling, 137 Harehill Lane. The predicted noise impact of patrons talking is based upon “The Noise Manual” (Berger 2003), which cites the following sound level values:

- 1x Male 58/65dB, L_{Aeq} (normal/raised);
- 1x Female 55/63dB L_{Aeq} (normal/raised).

Assuming a 50:50 ratio between male and female patrons, each of these values have then been logarithmically multiplied by x5 (5x male, 5x female) to predict noise levels from patrons talking immediately outside number 137. Table 4.1 summaries the resulting sound level of twenty persons all either talking or shouting at once.

Table 4.1: Predicted Sound Level of 20 persons Talking or Shouting

Male/Female	SPL, Normal Voice, dB	SPL, Raised Voice, dB
Men	65	72
Women	62	70
Total	67	74

The long term and short term impacts are determined by calculating the change in current sound levels by the introduction of 10x persons. Table 4.2 summaries the impact values published by HS2 Phase 1 Environmental Statement).

Table 4.2 Table: 3.1 Impact from Changes in Sound Levels (Source: HS2 Phase 1 Environmental Statement)

Long Term Impact	Short Term Impact	Sound Level Change, dB, LAeq,T
Negligible	Negligible	=/>0 to <1
	Minor	=/>1 to <3
Minor	Moderate	=/>3 to <5
Moderate	Major	=/>5 to <10
Major		=/>10

The noise impact of patrons talking or shouting is assessed by comparing these sound levels with the current night time sound level, as measured. Table 4.3 summarises the change in the sound level resulting in 10x customers simultaneously talking and shouting outside 137 Harehills Lane at 03:00 hours. It suggests that 10x persons talking or shouting simultaneously would result in a Major noise impact at number 137.

Table 4.3 Predicted Sound Level Change of 10x Persons

Existing SPL, dB	60	Existing SPL, dB	60
10x Customers Talking	67	10x Customers Shouting	74
Change	7	Change	14

4.2 Noise from Delivery Drivers

MP1

The equation

$$SPL2 = SPL1 - 20 \log r - 8$$

(where SPL1 is the measured noise levels and r is the distance (m) between the noise source and the recipient)

describes the effect of distance in attenuating a noise.

Table 4.4 summarises the predicted noise level at Din Building arising from noise associated with delivery drivers. The prediction assumes that loud music

is playing in the vehicle. Note, where the newly introduced noise level is ≤ 10 dB relative to the existing noise level, it will be inaudible, and thus the perceived change in noise level will be zero.

Table 4.4 MP1 Vehicle Noise. Predicted Sound Level Change

Noise Source	Residual Noise Level, dB, $L_{Aeq, 15 \text{ min}}$	Sound Level at Din Buildings, dB	Existing Average Night Time Noise Level at MP1	Change in Noise Level, dB	Impact
Car Door Closing @ 1 m	66.9				
Car Arriving @ 1 m	54.9				
Car Departing @ 1 m	59.4				
Music from Car @ 1 m	63.5				
Total @ 1 m	69	28	63	0	Negligable

MP2

Table 4.5 summarises the predicted noise level at 137 Harehills Lane arising from noise associated with delivery drivers. The prediction assumes that loud music is playing in the vehicle.

Table 4.5 MP2 Vehicle Noise. Predicted Sound Level Change

Noise Source	Residual Noise Level, dB, $L_{Aeq, 15 \text{ min}}$	Sound Level at 137 Harehills Lane, dB	Existing Average Night Time Noise Level at MP1	Change in Noise Level, dB	Impact
Car Door Closing @ 1 m	66.9				
Car Arriving @ 1 m	54.9				
Car Departing @ 1 m	59.4				
Music from Car @ 1 m	63.5				
Total @ 1 m	69	38	60	0	Negligable

4.3 Recorded Music Coming from the Premises

No music was audible at MP1 or MP2.

4.4 Kitchen Extraction Ventilation System

Table 4.6 summarises the predicted Noise Rating at 137 Harehills Lane.

Table 4.6 MP2 BS4141+A1 noise impact

Period	Specific Noise, dB, L _{Aeq}	Background Noise, dB, L _{A90, 15}	Rating, dB	Comments
Night time	53	50	3	Minor Adverse Impact

4.5

General activities of the business transmitting through the structure to the residents in the surrounding properties.

At MP3, 3 metres from the rear façade of 293 Roundhay Road, no noise from internal activities at the premises was audible. This being the case, it is predicted that between the hours of 23:00 and 03:00, no such noise will be audible at 137 Harehills Lane.

5.0 CONCLUSION

5.1 Noise Impact of Patrons Leaving 293 Roundhay Road

The noise impact associated with 10x patrons leaving the premises en-masse is predicted to be major at 137 Harehills Lane. Other than signage advising patrons to leave the premises quietly, there are little or no noise attenuation options available to address this issue.

In mitigation, the predictions assume an absolute worse-case scenario, where ten persons leave the premises as one single group, where the group stands outside the nearest noise sensitive premises, and where each person within this ten-person group is either talking or shouting simultaneously.

Any significantly sized group of people shouting simultaneously suggests serious public disorder such as a mass brawl. Assuming, therefore, that the noise impact will be caused by patrons talking only, Table 5.1 summaries the predicted noise impact based upon a stepped rising scale of 2, 4, 6, 8 & 10 talking at once.

It suggests that a mixed group of ten or more persons talking together would result in a major short and long term adverse noise impact upon the occupiers of 137 Harehills Lane. It is impossible to predict whether groups of this size are likely to congregate outside this premises at 03:00 hours. It is thought likely that any late-night customers will have driven to the premises therefore the likelihood of large groups of customers leaving on foot will be very slight.

Table 5.1 Likely Impact of 2 to 10 persons talking simultaneously outside 137 Harehills Lane

Patrons	Talking SPL, dB	Night Time Baseline SPL, dB	Change, dB	Long Term Impact	Short Term Impact
10	67	60	7	Major	Major
8	66	60	6	Moderate	Major
6	65	60	5	Moderate	Major
4	64	60	4	Minimum	Moderate
2	63	60	3	Minimum	Moderate

5.2 Noise from Vehicles

No adverse impact is predicted.

5.3 Noise from Recorded Music Coming from the Premises

No adverse impact is predicted.

5.4 Kitchen Extraction Ventilation System

Minor adverse noise impact is predicted externally. Internal noise impact will be negligible.

5.5 General activities of the business transmitting through the structure to the residents in the surrounding properties.

No adverse impact is predicted.

6.0 RECOMMENDATIONS

7.1 Noise from Patrons leaving the premises

Prominent signage should advise customers to leave the premises quietly

Appendix 1

Glossary of Acoustic Terms

Sound Pressure Level (L_p)

The basic unit of sound measurement is the sound pressure level. As the pressures to which the human ear responds can range from 20 μPa to 200 Pa, a linear measurement of sound levels would involve many orders of magnitude. Consequently, the pressures are converted to a logarithmic scale and expressed in decibels (dB) as follows:

$$L_p = 20 \log_{10}(p/p_0)$$

Where L_p = sound pressure level in dB; p = rms sound pressure in Pa; and p_0 = reference sound pressure (20 μPa).

A-weighting Network

A frequency filtering system in a sound level meter, which approximates under defined conditions the frequency response of the human ear. The A-weighted sound pressure level, expressed in dB(A), has been shown to correlate well with subjective response to noise.

Equivalent continuous A-weighted sound pressure level, $L_{Aeq, T}$

The A-weighted 'equivalent continuous noise level' which is an average of the total sound energy measured over a specified period of time. In other words, L_{Aeq} is the level if a continuous noise which has the same total (A-weighted) energy as the real fluctuating noise, measured over the same time period. L_{Aeq} is increasingly being used as the preferred parameter for all forms of environmental noise.

$L_{A90, T}$

The A-weighted sound pressure level of the residual noise in decibels exceeded 90% of a given time interval, T . L_{A90} is typically taken as representative of background noise.

LA max

The maximum A-weighted noise level recorded during the measurement period.

Hz

The unit of frequency. The number of cycles (in the context of acoustics, the number of complete sound waves generated) per second.

Appendix 2

Location Plan showing 293 Roundhay Road and the Nearest Noise-Sensitive Dwellings



293 Roundhay Road

Din Buildings

137 Harehills Lane

Appendix 3 Equipment Used

Noise measurements were undertaken using a precision grade sound level meter:

Norsonic Nor145 Model integrating sound level meter.

Serial Number 14529307

Certificate Number U35939/U35940

Last Laboratory Calibrated 07/10/20

B & K 4230 Model calibrator

Serial Number 724157

Last Laboratory Calibrated 13/2/20

The Sound Level Meter was calibrated before and after both measurement periods, with no significant change in calibration. All calibrations took place at the measurement position.

The SLM met the requirements of BS EN 60651: 1994 and BS EN 60804: 2001 IEC 60804: 2000. It was capable of simultaneously measuring Leq and Ln values. Batteries for the SLM and calibrator were checked prior to all measurements.

Appendix 4 References

West Yorkshire Planning Consultation Guidance (Condensed Version) Noise & Vibration (2016) [Online]. Available at:
[PLN 82 Noise Design Advice leeds version.pdf](#) [Accessed 13 September 2022];

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AGREEMENT FOR USE OF CAR PARK

This agreement is between Ice Scoop LTD and Shimlas Leeds LTD for use of the car park situation off **Upland Rd on Clock Building, Easterly Rd, Roundhay, leas, LS8 3AA** (please refer to attached plan(s)). This car park can be utilised to supplement its own car parking spaces for its customers, staff and/or deliveries. The car park can be used after **23:00 up until 08:00** from Monday to Sunday including any bank holidays.

 *Wajid Asr Bakr*
Signed (Ice Scoop LTD)

 *RAHAT JAVID*
Signed (Shimals Leeds LTD)

..... *17th SEPTEMBER 2022*
Date of Agreement

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From: [REDACTED]
To: [REDACTED]
Cc: [Musson, Martyn](#); [Entertainment Licensing](#)
Subject: RE: WYP QUALIFIED REPRESENTATION_SHIMLA"s_293 ROUNDHAY ROAD_NEW PREMISES LICENCE_PREM/04962
Date: 05 September 2022 10:57:50
Attachments: [REDACTED]

Mr. Javid,
Thanks for the reply.

Martyn / ELS LCC:
Please see the two conditions at the foot of this email chain, to which the applicant refers and agrees to in his reply dated 3rd September.

Please now withdraw the police representations with regards to this application, on the usual proviso.

Thank you in advance.

Best regards

Mr Bob Patterson
Leeds District Licensing Officer
Leeds District Licensing Department
Enterprise House
St. Paul's Street
Leeds LS1 2LE
Internal: None presently
External: None presently
To report a crime, please ring 101. Always dial 999 in an emergency.

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'Watch' us on YouTube www.youtube.com/999tv



From: rahat Javid [REDACTED]
Sent: 03 September 2022 20:32
To: Patterson, Bob [REDACTED]
Subject: Re: WYP QUALIFIED REPRESENTATION_SHIMLA's_293 ROUNDHAY ROAD_NEW PREMISES LICENCE_PREM/04962

I agree with the above points you have sent. We have very good cctv systems recording stored for 30 days. Whenever authorities need it, it will always be available

Sent from my iPhone

On 31 Aug 2022, at 15:07, Patterson, Bob
[REDACTED] wrote:

Good afternoon Martyn / LCC ELS & Rahat Javid:
I hope you are well.

Please accept this email as a formal representation to the subject premises / application.

You will note below, there has been previous communication between the applicant and PC Andy Clifford, who is now on annual leave, which is why I am sending you this email.

Contrary to what the email chain below says, the applicant (copied in again here) has NOT replied to me to date.

Therefore, as I understand this is the last day to make representations, I have no alternative but to do this at this time.

Once the applicant has replied to this email and formally agreed to the two condition – as I understand he is happy to do so – then I will withdraw the police representations straight away.

Mr. Javid, would you reply to this email asap, and then the police representation can be withdrawn – thank you in advance.

[Email from PC Andy Clifford:](#)

Hi Bob,

*He's emailed me (not included you as I asked!) to ask me to call him. **I've just spoken to him on the phone and he's happy for the conditions to go on.***

I've asked if he can reply to the email and this time include you, to confirm he's happy.

He should be doing that soon I imagine.

Thanks

Andy

[The email and the conditions to which PC Clifford refers to are-](#)

Good morning Rahat,

I've tried to call you a couple of times to speak about the application you have submitted for a licence at Roundhay Road. I'd just like to suggest the following two conditions which as wordy as they are, essentially boil down

to having CCTV which records for 31 days and an incident book. I know you have already offered CCTV on your application, but the wording I've offered is a bit more detailed. Let me know your thoughts and if you have any questions please feel free to ask. Please can I ask that you copy in Bob who is included in this email. I will be on leave from the end of today so he will be able to assist if you reply after then.

- 1. A suitable closed circuit Television (CCTV) system will be in operation at the premises at all times when it is being used for the provision of licensable activities and/or when members of the public are permitted to be on the premises. The CCTV system will record images to cover all areas of the premises to which the public have access (save for toilets), including any external areas of the premises such as car parks and beer gardens. The CCTV system will be capable of retaining images for a minimum of 31 days, will be of good quality and will contain the correct time and date stamp information. The CCTV system and images will be kept in a secure environment to which members of the public will not be permitted access. At least one member of staff will be on duty at the premises who is capable of operating the system and downloading images recorded by it. These images will be downloaded and provided, on request, to an officer of a responsible authority*
- 2. The premises licence holder and/or designated premises supervisor will ensure that an Incident Report Register is maintained on the premises to record incidents such as anti social behaviour, admissions refusals and ejections from the premises. The Incident Report Register should contain consecutively numbered pages, or be kept electronically and contain the date time and location of the incident, details of the nature of the incident, the names and registration numbers of any door staff involved or to whom the incident was reported, the names and personal licence numbers (if any) of any other staff involved or to whom the incident was reported, the names and numbers of any police officers attending, the police incident and/or crime number where one is provided, names and addresses of any witnesses and confirmation of whether there is CCTV footage of the incident. The Incident Report Register will be retained for a period of twelve months and produced for inspection immediately on the request of an authorised officer.*

Best regards.

Mr Bob Patterson
Leeds District Licensing Officer
Leeds District Licensing Department
Enterprise House
St. Paul's Street
Leeds LS1 2LE
Internal: None presently
External: None presently
To report a crime, please ring 101. Always dial 999 in an emergency.

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RE: PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH

Simms, Claire [REDACTED]

Tue 06/09/2022 09:28

To: Architecture 3 [REDACTED]

Good afternoon Rashid, thank you for your email.

I refer to the telephone conversation we had on Friday afternoon. I would be prepared to withdraw my objection to the premises license application for PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH if you agree to the below hours of operation and conditions.

Hours of operation:

Sunday – Thursday - 10:00am – 11:00pm (this is in line with the current planning permission for the premises).

Friday – Saturday – 10:00am – 01:00am

Conditions:

1. Noise from a licensable activity at the premises will not be audible at the nearest noise sensitive premises.
2. Noise from plant or machinery shall not be audible at the nearest noise sensitive premises during the operation of the plant or machinery. Plant and machinery shall be regularly serviced and maintained to meet this level.
3. Recorded music shall only be played at the premises between the hours of 10:00am – 11:00pm Sunday – Thursday and 10:00am – 00:00am Friday - Saturday.

Kind regards

Claire Simms
Senior Technical Officer
Leeds City Council
Environmental Health
Milshaw Park Way
Leeds
LS11 0LS

From: Architecture 363 [REDACTED]

Sent: 01 September 2022 14:01

To: Simms, Claire [REDACTED]

Subject: PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH

Hi Claire,

This is an email on the back of your comments for the license application on the above address for late night operational hours. Having read through the comments made, I would like to work with you in order to satisfy your concerns raised. You stated that there isn't enough information so I propose the following which I would like your feedback on.

NOISE

You have raised concern of potential noise from customers, delivery drivers, vehicles, internal music and mechanical equipment. Internal music can be stopped at 00:00 midnight which is included within the license application. This will stop any noise pollution which may have resulted from internal music being played. Furthermore, all group bookings can be restricted to a time where they finish prior to internal music being cut-off. All mechanical ventilation equipment contains noise attenuating material. This limits the output of sounds and is built within the extraction system itself. If a noise report was to be produced which contains details of potential noise emanating from:

- All background noise from Roundhay Rd.
- Vehicles arriving 7 department from the site.
- Mechanical equipment on the building.

Would this satisfy the environmental team of any concerns? All information will be recorded after 23:00 until 03:00 to give an accurate understanding of the dB levels by a sound engineer. Sound levels will also be taken radiating out from the site to better understand what levels are reaching any residential properties. I believe this will provide tangible data to better portray any harm from late night operations from the site.

HIGHWAYS

Complaints have been received of highway concerns which haven't been highlighted from yourself. It is our intention to liaise with a highways consultant to gather the following information:

- Historic traffic accident data.
- Previous use of building with vehicle movements in & out of site.
- Potential dangers of late night vehicle access to & from the site.
- Potential increase of late night traffic due to late night opening of premises.

I believe this will highlight if there are any concerns of the site opening into the early hours of the morning.

We wanted to highlight a few fundamentals of the license application. The overwhelming majority of late night operations are to cater for deliveries with no music being played within these early morning hours. There are many sites that surround 293 Roundhay Rd that are open into the early hours and have the benefit of a license. An example of this is 'Shai Nan Kebab' on 236 Roundhay Rd, LS8 5AA (PREM/01916) which is open until 05:00. Your concern of everyone applying for a license should one be granted is an unfair argument. If the process of applying for a license is evidence based and determined on individual merit, then this wouldn't set a precedent as each application would have to tackle any objections raised. If I could request a brief call from you on 07940047391 in order to work together, this would put the application in a positive light moving forward. This could be in the form of using a nearby car park for vehicles, limiting the operational hours in the morning etc. I look forward to speaking with you.

Kind Regards,

Rashid Moghul

Design Co-Ordinator



t: [REDACTED] - *t:* [REDACTED]

a: [REDACTED]

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RE: PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH

Simms, Claire [REDACTED]

Mon 03/10/2022 15:05

To: Architecture 363 [REDACTED]

Good afternoon Rashid, thank you for your email and I hope you are well.

I've read the noise report that you have submitted and I have now sent it to the teams acoustic expert to read through. As soon as he gets back to me with his comments I will contact you to discuss further.

Kind regards

Claire Simms
Senior Technical Officer
Leeds City Council
Environmental Health
Milshaw Park Way
Leeds
LS11 0LS

From: Architecture 363 [REDACTED] >**Sent:** 29 September 2022 20:47**To:** Simms, Claire [REDACTED]**Subject:** PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH

Evening Claire,

It was nice meeting you at the hearing. I wanted to liaise with you following the details within the noise report submitted as part of the license application. Is this something that you and the environmental team have managed to read through? We have also consulted a highways consultant, who has provided a statement along with some crash data. Is this helpful for the environmental team?

I know we have previously discussed some form of flexibility on the operational hours with you. I wanted to continue this conversation with the noise report taken into consideration. I look forward to speaking with you.

Kind Regards,

Rashid Moghul

Design Co-Ordinator



t: [REDACTED]

a: [REDACTED]

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RE: PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH

Simms, Claire [REDACTED]

Wed 12/10/2022 12:28

To: Architecture 363 [REDACTED]

Good afternoon Rashid,

I refer to the telephone conversation we had earlier today. As discussed the report suggests that the noise impact from patrons leaving the premises could result in disturbance to nearby residents. Therefore, this department still believes you have not given enough information about how you intend to meet the licensing objective, which is to prevent public nuisance.

Following our conversation I would be prepared to withdraw my objection to the premises license application for PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH if you agree to the below hours:

Sunday – Thursday - 10:00am – 11:30pm (the current planning permission for the premises opening hours is 10:00am – 11:00pm).

Friday – Saturday – 10:00am – 01:30am

Recorded music:

Recorded music shall only be played at the premises between the hours of 10:00am – 11:00pm Sunday – Thursday and 10:00am – 00:00am Friday – Saturday.

Kind regards

Claire Simms
Senior Technical Officer
Leeds City Council
Environmental Health
Milshaw Park Way
Leeds
LS11 0LS

From: Architecture 363 [REDACTED]**Sent:** 29 September 2022 20:47**To:** Simms, Claire [REDACTED]**Subject:** PREM/04962/001: 293 Roundhay Road, Leeds, LS8 4SH

Evening Claire,

It was nice meeting you at the hearing. I wanted to liaise with you following the details within the noise report submitted as part of the license application. Is this something that you and the environmental team have managed to read through? We have also consulted a highways consultant, who has provided a statement along with some crash data. Is this helpful for the environmental team?

I know we have previously discussed some form of flexibility on the operational hours with you. I wanted to continue this conversation with the noise report taken into consideration. I look forward to speaking with you.

Kind Regards,

Rashid Moghul

Design Co-Ordinator

[Redacted]

a. [Redacted]

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Parties Notice of Intention

Licensing Act 2003



Premises Licence Number:

PREM/04962/001

Hearing Date:

18th October

I am:

The applicant/licence holder

x ☐

A responsible authority

☐

An interested party

☐

Name: Rahat Javid

Address:

[REDACTED]

1) I will be attending the hearing

☐

2) I will be attending the hearing but will also be represented

☐

3) I will not be attending the hearing

☐

4) I will not be attending the hearing but will be represented

x ☐

If you have selected option (2) or (4) please provide details of who you will be represented by:

Rashid Moghul of 363 Architecture. [REDACTED].

NB: Please remember to share any correspondence that you receive from us about this case with your representative.

Note to all parties

If you say that you will not be attending the hearing the committee will make it's decision based upon your written representation.

If you wish to withdraw your representation please tick here

☐

or

If you consider that a hearing can be dispensed with please tick here

☐

Please give details as to why you think a hearing can be dispensed with.
(e.g. because you have reached agreement with the other party on conditions)

WITNESSES

Please set out below the name of any person you wish to appear at the Hearing as a witness (other than your representative) and provide brief details of the evidence they will bring. You will only be allowed to call the witness if the Committee gives permission, and any evidence must be presented within your allocated time.

Name	Evidence to be given

DOCUMENTS

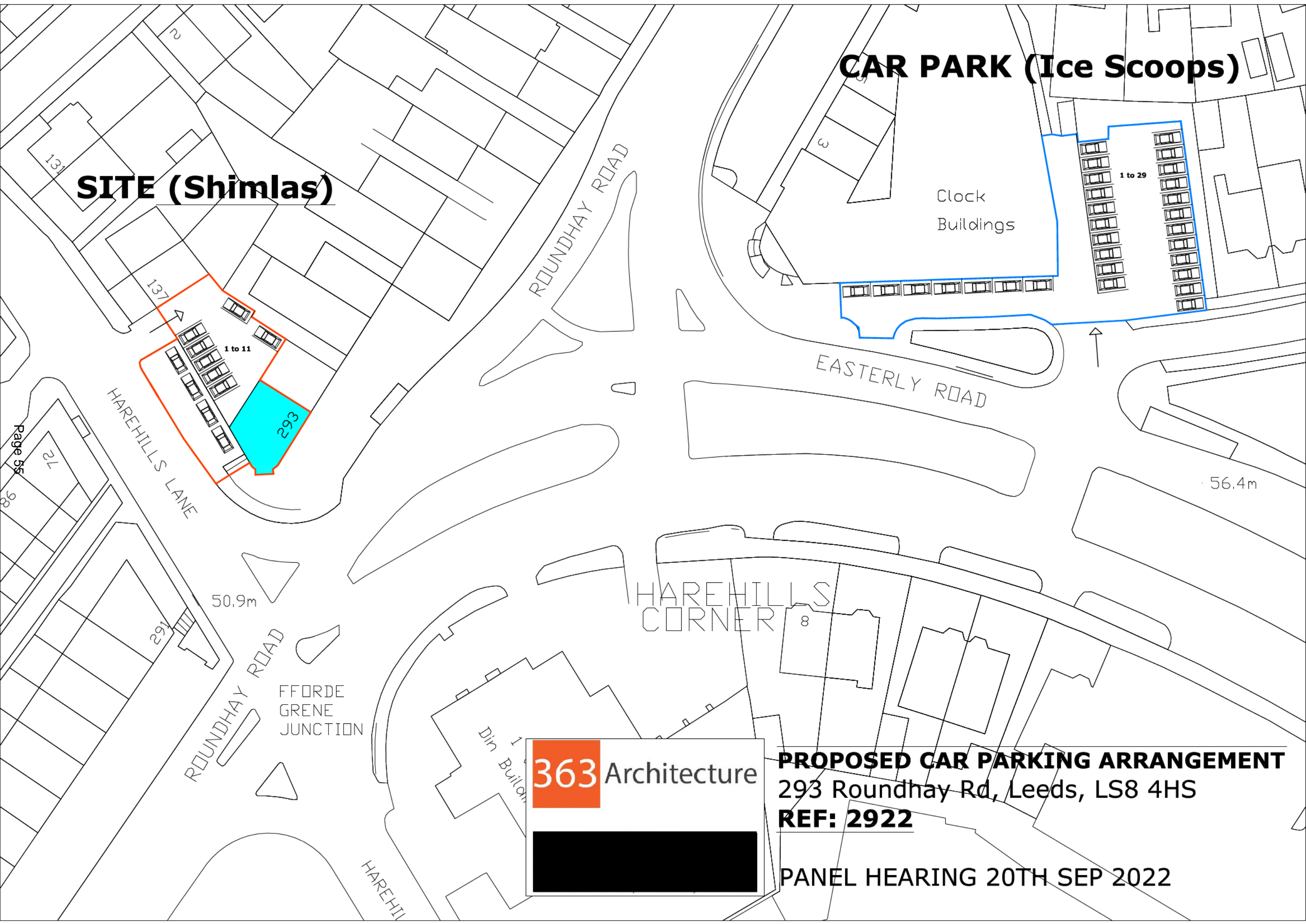
Please list below and attach any documents (other than your application or written objections) that you wish the Committee to consider and indicate whether copies have already been sent to the other parties.

Document	Copy sent
Noise Report	Email
Highways Report	Email
Email from West Yorkshire Police	Email
Email from Leeds City Council Environmental Department	Email
Signed Agreement for Car Park Use, Ice Scoops.	Email
Site Map showing Ice Scoops car park	Email
Shimlas car Parking Plan	Email

This completed form and any additional documents should be forwarded to entertainment.licensing@leeds.gov.uk at least 5 working days before the date of hearing.

SITE (Shimlas)

CAR PARK (Ice Scoops)



363 Architecture

[Redacted]

PROPOSED CAR PARKING ARRANGEMENT
293 Roundhay Rd, Leeds, LS8 4HS
REF: 2922
PANEL HEARING 20TH SEP 2022

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Page 57

SITE
(Shimlas)

CAR PARK
(Ice Scoops)

363

Architecture

t:

-07940047391 -01274656053

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w:

www.363architecture.com

985 Leeds Road, Bradford, BD3 7ND

PROPOSED CAR PARKING ARRANGEMENT
293 Roundhay Rd, LS8 4HS
PANEL HEARING 20th SEP 2022
Google

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