



PLANS PANEL (CITY CENTRE)

**Meeting to be held in Civic Hall, Leeds on
Thursday, 1st April, 2010
at 2.00 pm**

MEMBERSHIP

Councillors

T Hanley
J McKenna
E Nash

M Hamilton
(Chair)
J Monaghan

Mrs R Feldman
G Latty

D Blackburn

A G E N D A

Item No	Ward	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded)</p> <p>(*In accordance with Procedure Rule 25, written notice of an appeal must be received by the Chief Democratic Services Officer at least 24 hours before the meeting)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>	

Item No	Ward	Item Not Open		Page No
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration</p> <p>(The special circumstances shall be specified in the minutes)</p>	
4			<p>DECLARATIONS OF INTEREST</p> <p>To declare any personal/prejudicial interests for the purpose of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct</p>	
5			<p>APOLOGIES FOR ABSENCE</p>	
6			<p>MINUTES</p> <p>To approve the minutes of the Plans Panel City Centre meeting held on 4th March 2010</p> <p>(minutes attached)</p>	3 - 10
7	City and Hunslet;		<p>APPLICATION 09/04625/FU - CITY STATION - NEW STATION STREET LS1</p> <p>Further to minute 68 of the Plans Panel City Centre meeting held on 4th March, to consider a further report of the Chief Planning Officer on the addition of a new southern entrance with access walkway and new footbridges to railway station</p> <p>(report attached)</p>	11 - 16

Item No	Ward	Item Not Open		Page No
8	City and Hunslet;		<p>APPLICATION 09/05069/FU - LAND AT CITY GATE WELLINGTON BRIDGE STREET LS3</p> <p>To consider a report of the Chief Planning Officer on the temporary use (for 5 years) of the vacant site for 5 five-a-side football pitches and 1 seven-a-side football pitch and construction of a single storey changing rooms building</p> <p>(report attached)</p>	17 - 26
9			<p>APPLICATION 10/00339/LI AND 10/00756/ADV - LEEDS CITY MUSEUM MILLENNIUM SQUARE LEEDS LS2</p> <p>To consider a report of the Chief Planning Officer on the Listed Building application for the erection of banner signs and other signage to front and side elevations of Leeds City Museum</p> <p>(report attached)</p>	27 - 34
10			<p>DATE AND TIME OF NEXT MEETING</p> <p>Thursday 29th April 2010 at 1.30pm in the Civic Hall</p>	



To:
Plans Panel City Centre Members
and appropriate Ward Members

Chief Executive's Department
Governance Services
4th Floor West
Civic Hall
Leeds LS1 1UR

Contact: Angela Bloor
Tel: 0113 247 4754
Fax: 0113 395 1599
angela.bloor@leeds.gov.uk
Your reference:
Our reference: ccpp/sitevisit/
24th March 2010

Dear Councillor

PLANS PANEL CITY CENTRE – THURSDAY 1ST APRIL 2010

Prior to the meeting on Thursday 1st April 2010 there will be a site visit, and I set out below the details:

Meet in Civic Hall Ante Chamber at **1.25pm** to walk to Leeds City Museum, to return for **2.00pm** to commence the meeting

Please could you let Daljit Singh know (2478010) if you will be attending the site visit.

Yours sincerely

Angela M Bloor
Governance Officer



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Plans Panel (City Centre)

Thursday, 4th March, 2010

PRESENT: Councillor M Hamilton in the Chair

Councillors D Blackburn, T Hanley,
J Monaghan, E Nash, N Taggart,
P Wadsworth and G Wilkinson

63 Chair's opening remarks

The Chair welcomed everyone to the meeting, particularly the students on the Human Geography and Planning course at Leeds Metropolitan University who were attending the meeting. For the benefit of the public, Members and Officers were asked to introduce themselves

64 Declarations of Interest

The following Members declared personal/prejudicial interests for the purposes of Section 81(3) of the Local Government Act 2000 and paragraphs 8 to 12 of the Members Code of Conduct

Application 09/03230/FU – St Peter's Church Buildings and Chantrell House Kirkgate LS2 – Councillors Hanley and Monaghan declared personal interests through being member of Leeds Civic Trust which had objected to the proposals (minute 67 refers)

Application 09/03230/FU – St Peter's Church Buildings and Chantrell House Kirkgate LS2 – Councillor Nash declared a personal interest as a member of English Heritage which had commented on the proposals (minute 67 refers)

Application 09/03230/FU – St Peter's Church Buildings and Chantrell House Kirkgate LS2 – Councillor Taggart declared a personal interest through being the Chair of West Yorkshire Joint Services Committee which managed West Yorkshire Archaeological Advisory Service which had commented on the proposals (minute 67 refers)

Application 09/03230/FU – St Peter's Church Buildings and Chantrell House Kirkgate LS2 – Councillors Hamilton and Monaghan declared personal interests as a friend lived in St Peter's Church Buildings (minute 67 refers)

Application 09/04625/FU – Southern entrance to Railway Station – Councillor Wadsworth declared a personal interest as a member of West Yorkshire Integrated Transport Authority as the proposals were to be delivered by Network Rail in partnership with Metro (minute 68 refers)

65 Apologies for Absence

Apologies for absence were received from Councillors Feldman, Latty and McKenna who were substituted respectively by Councillors Wadsworth, Wilkinson and Taggart

66 Minutes

RESOLVED - That the minutes of the Plans Panel City Centre meeting held on 4th February 2010 be approved

67 Application 09/03230/FU - St Peter's Church Buildings and Chantrell House Leeds Parish Church Kirkgate LS2 - Position statement

Plans, photographs and graphics including sun path diagrams were displayed at the meeting. A site visit by Members had taken place earlier in the day

Officers presented a position statement by the Chief Planning Officer on an application for a change of use including refurbishment and extensions to two church buildings with two flats to form offices and 20 flats and the erection of a part four, part five storey block comprising office and 31 flats with car parking. Related Conservation Area and Listed Building applications for the demolition of Chantrell House office building and alteration to form new gate to the boundary wall at St Peter's Church also formed part of the proposals

Members were informed that the site was set within the Riverside Area as defined by Leeds UDP (Review) 2006 and the City Centre Conservation Area adjacent to the Grade I listed Leeds Parish Church. The site comprised three buildings; St Peter's Hall and St Peter's House, both red brick late 19th – early 20th century buildings and Chantrell House a red brick 1980s three storey office block, together with part of the landscaped church grounds and the parking area to the east of Chantrell House

The proposals would see complete demolition of Chantrell House and some demolition to St Peter's Hall and House although the most historic parts of these two properties would be retained

St Peter's Hall would be refurbished and extended to provide a four storey building with ground floor office and three floors of residential use comprising three and one bedroom flats together with studio flats

St Peter's House would be refurbished and extended to form a residential development of five storey's and providing one bedroom and studio flats

Chantrell House would be demolished and a new five storey block comprising offices, flats and undercroft car parking was proposed

The proposals sought to create a 'cathedral close' precinct environment around Leeds Parish Church with key views of the church being retained through the existing gaps between the three properties

Flemish Bond brickwork and glazing would be used for all three buildings with deep window reveals to allow the creation of shadow and relief on the elevations. The extensions to the buildings and the new build element would be modern in form with flat roofs

A minimal approach would be taken to landscaping although five trees would need to be removed around Chantrell House although the effect of this would be mitigated by the provision of six trees around the site and a contribution towards further trees on a site on The Calls. Hard landscaping in York stone would be provided for the pedestrian routes

The site was within a flood zone and as part of the scheme it had been proposed to break through the listed boundary wall to provide an escape route, however, it was now proposed to use an existing gateway as the escape route

Whilst the Environment Agency had objected to the initial proposals, Members were informed that comments on the revised proposals were awaited

Concerning affordable housing provision, Members were informed that the applicant had submitted a financial viability appraisal which was still being considered. Affordable housing of 4 units, as opposed to the expected 7 units across the whole development was proposed and this would be located in Chantrell House. Leeds Parish Church was seeking a funding stream for repairs and maintenance to the building. As the Diocese would own the residential units in St Peter's Hall and House, it was hoped that the income these would generate would provide a source of funding to help the church to continue to function as a place of worship; a source of assistance to the homeless and as an important Civic building in the city

The Civic Architect, Mr Thorp stated that a scheme had been under consideration for many years but the inclusion of Chantrell House in the scheme had afforded the opportunity to consider a larger building on the site of what had been a large school, so reinstating the precinct to an earlier form

To address the challenge of the presence of several different architectural languages, a simple, vertical rhythm had been chosen for the scheme

Members commented on the following matters:

- that the proposals for Chantrell House were contrived; overdeveloped; block-like; were too high; were too close to the Parish Church and overdominant leading to a loss of amenity to existing residents of Chantrell Court and would be out of character in the area
- the demolition of a 1980s building with mixed views on the appropriateness of this
- that the proposals for Chantrell House were not good enough for this high quality site, adjacent to a Grade I listed building
- concerns about car parking in the area and the impact of the development on this
- the flat roof design of the new building; that this prevented the use of roof space and was out of keeping amongst the surrounding pitched roofs
- the proposals in lieu of the full affordable housing contribution; the need for consistency across the city and concerns that whilst affordable housing was for everyone, Leeds Parish Church was a Christian church in a city which contained diverse beliefs and views

The Head of Planning Services referred to the specific points in the report on which Members' views were sought and noted the following responses:

- that the Panel was supportive of the extent of the demolition and alteration proposed to St Peter's Hall and House, with the majority of Members accepting of the demolition of Chantrell House provided that its replacement was superior
- relating to the new build elements of the scheme:
 - concerns that the design of the extension to St Peter's Hall was not good enough given its setting
 - that the extension to St Peter's House did not relate well to the host property and that again the quality of design was not good enough
 - the concerns set out above relating to Chantrell House

- regarding the car parking, that concerns had been expressed on this matter
- having noted the comments on the affordable housing contribution, The Head of Planning Services stated that rather than viewing this as funding for a church, it was more appropriate to consider this as funding for the upkeep of a Grade I listed building, which was a valid consideration as set out in PPG15

RESOLVED - To note the report and the comments now made

68 Application 09/04625/FU - Addition of new southern entrance with access walkway and new footbridges to railway station at Leeds City Station New Station Street LS1

Plans, photographs, drawings, graphics and sample materials were displayed at the meeting. A Members site visit had taken place earlier in the day. It was noted that Members had received a pre-application presentation on the proposals on 13th August 2009 and the Chief Planning Officer's report sought to address issues raised by Members on that occasion

Officers presented the report which sought approval for a new southern entrance at Leeds Railway Station. The proposals would require widening the existing station western footbridge and providing escalators, stairs and lifts to a partial deck over the River Aire which would then provide pedestrian access to either side of the river to the south east via Little Neville Street or south west via Granary Wharf and the Holbeck Urban Village area. This would be enclosed in a distinctive 'hood' rising from the southern elevation of the arches, rising back to a peak where it meets the junction with the existing roof-form and the end of the western bridge

The material for the 'hood' would be copper alloy shingle in a golden colour, samples of which were provided for Members' consideration

Members' previous comments regarding the siting of a new entrance on Sovereign Street had been considered but the Panel was informed that this site would not provide the reduced journey times that the provision of funding was reliant upon. In addition the cost of siting the entrance at this location would be significantly higher and there would be health and safety reasons due to the narrow width of platform 16 which could not accommodate all southern access bound passengers alongside travellers for the Transpennine westbound service

Details of the comments which had been received on the application were provided and Members were informed that the Environment Agency had lifted their objection, having accepted the flood risk assessment

Officers commended the scheme to Members and stressed the increased connectivity this would provide and the wider regeneration benefits it would bring to the south of the city

The Panel heard representations on behalf of the applicant and the adjacent hotel, City Inn, who whilst supporting the proposals had raised concerns at the impact of significantly higher footfall on the public realm within their development and the need for this to be properly addressed

In response to a point raised by Panel, Members were informed that although the graphics showed public access to the front of the structure, this was incorrect and that this access would be for maintenance only

Members commented on the following matters:

- the height of the structure and whether this could be reduced

- whether by amending the top of the 'hood' this could lessen its impact on nearby residents and enhance its appearance
- concerns that by altering the design of the 'hood' this could be detrimental to its effect
- the lack of cycle facilities at the new entrance; that the development could encourage cycle use and the possibility of using one of the Dark Arches as a cycle park
- that this was a secondary entrance and that cyclists were more likely to use the new cycling hub by the Rotunda at the front of the station, once it was available
- pedestrian access through the Dark Arches and health and safety concerns at the number of cars also using this area
- access arrangements for people in wheelchairs
- concern at the impression given to visitors to Leeds by having to use the Dark Arches as an access point
- whether any drop-off points would be provided
- that the proposals were sited in the wrong place; that the development did not address the existing problems with taxis, buses and private hire vehicles dropping off at the station
- that other major cities had impressive entrances to their main railway stations but this was lacking in Leeds
- that the development would have a significant detrimental impact on the amenity of some residents of the Blue and Watermans Place developments, who perhaps had not realised the full impact of the proposals
- that an entrance on Sovereign Street was the best location and concerns that the arguments against this which had been put forward on behalf of Network Rail were incorrect
- that the proposals were not for the benefit of people in the wider South Leeds area but for residents of Holbeck Urban Village
- that the cost of the scheme - £15m – would be better spent on re-opening the station at Marsh Lane

Officers provided the following responses:

- that the height of the 'hood' incorporated the amount of space needed for the escalators
- that altering the top of the structure would have minimal effect on improving the situation for those residents most affected by the development and would significantly affect the integrity of the design
- regarding parking facilities for people not wishing to take their cycle on their onward journey, there would be the cycle hub at the front of the station being provided by Network Rail; also there was limited space available in the southern entrance to accommodate a number of cycles
- that there would be shared pedestrian/vehicular use of Little Neville Street and that more pedestrians using this access would lead to greater safety due to cars having to adjust their speed accordingly
- in relation to taxi drop off points, that Little and Dark Neville Streets had been considered. There was currently heavy use of this area for service vehicles, and whilst those operations had to continue, Officers felt it was inappropriate to be formally encouraging drop offs

The Chair stated that having considered the proposals and the alternative location of Sovereign Street which had been suggested by some Members, he was of the view that the proposed new entrance was in the correct place, particularly as all the platforms could be accessed from this entrance.

Although a scheme which would result in improvements to the overall design of Leeds station and resolve the current issues relating to drop off/pick up points was desired, this was not the scheme before Panel

Members considered how to proceed

In response to the points raised by City Inn, the Head of Planning Services suggested that further details be requested from the applicant on this matter once the land deal had been completed

RESOLVED -

(i) To approve the application in principle and to defer and delegate final approval to the Chief Planning Officer subject to the conditions set out in the submitted report and in order to resolve the following detailed matters:

- detailed highways matters including pedestrian improvements
- resolution of management plan by negotiation with British Waterways
- formal removal of holding objection by Environment Agency on updated flood risk assessment

(ii) That prior to the planning permission being signed off, that the Chief Planning Officer be asked to submit a further report to Panel setting out how cycling facilities could be improved, including the possible use of one of the Dark Arches to provide additional parking and the impact of the increased footfall through the development on the public realm at Granary Wharf

69 Application 09/05605/FU - Retrospective application for change of use from garage to Place of Worship (D1 use) at former Alton Cars - Saxton Lane LS9

Plans of the site were displayed at the meeting

Officers presented the report which sought retrospective permission for a change of use of two former vehicle repair workshops with car parking area to Place of Worship

A previous application for change of use to church and community centre had been refused under delegated powers on highways and noise nuisance grounds

The application before Panel was solely for church use, with Officers recommending approval of the application subject to an additional condition to grant a personal permission to the Living Hope Church; the signing of a S106 legal agreement and subject to the legal requirement for the applicant to serve a notice of development on the current owners of the site

In response to questions from the Panel, Officers stated that the Green Travel Plan would provide £2500 monitoring fee and that both of the buildings on the site would be used by the applicant

RESOLVED – To approve the application in principle and to defer and delegate final approval to the Chief Planning Officer subject to the conditions set out in the submitted report, an additional condition granting a personal permission to the Living Hope Church (and any others which he might consider appropriate) and the completion of a legal agreement within 25 days from the date of resolution unless

otherwise agreed in writing by the Chief Planning Officer, to include the following obligations:

1 Travel Plan Monitoring

2 Contribution to local Traffic Regulation Order enhancement within two years of grant of planning permission if significant on-street parking problems occur as a result of the operation of the site as a place of worship and subject to the legal requirement for the applicant to serve a Certificate B under the Town and Country Planning (General Development Procedure) Order 1995 on the current owners of the site

70 Date and time of next meetings

Monday 22nd March 2010 at 2.00pm in the Civic Hall, Leeds

Thursday 1st April 2010 at 1.30pm in the Civic Hall, Leeds

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Originator: C. Briggs

Tel: 0113 222 4409

Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 1 April 2010

Subject: APPLICATION 09/04625/FU ADDITION OF NEW SOUTHERN ENTRANCE WITH ACCESS WALKWAY AND NEW FOOTBRIDGES TO RAILWAY STATION AT LEEDS CITY STATION, NEW STATION STREET, LEEDS 1.

APPLICANT

Network Rail (Infrastructure)
Ltd.

DATE VALID

27 October 2009

TARGET DATE

22 December 2009

Electoral Wards Affected:

City and Hunslet

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

GRANT planning permission subject to the specified conditions recommended at 4 March 2010 Plans Panel, with the following revised condition 16 and new conditions 20 and 21:

Conditions

- 16) Prior to the commencement of development, details of arrangements to assess, enhance (where necessary) and monitor, the Granary Wharf public realm, River Aire, and waterspace shall be submitted to and approved in writing by the Local Planning Authority. The details shall include provision for any necessary enhancements to litter collection, signage, litter bins, lighting and CCTV coverage. The details as approved shall be implemented on first use of the approved southern access and retained thereafter, unless otherwise agreed in writing.

In the interests of amenity and the character of the surrounding area.

- 20) Development shall not commence until full construction details of the areas of the scheme to be in contact with the banks of the River Aire have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

To ensure the compatibility of the station southern access with the proposed Leeds Flood Alleviation Scheme.

- 21) The development hereby permitted shall only be carried out in accordance with the approved AECOM Flood Risk Assessment dated October 2009, and Addendum dated 14 January 2010.

To ensure that the development is in compliance with the Flood Risk Assessment and Addendum submitted to support the application.

Reasons for approval: The application is considered to comply with the Regional Spatial Strategy for Yorkshire and the Humber 2008, Leeds Unitary Development Plan Review 2006 policies GP5 BD2 BD3 BD4 BD5 BD6 N12 N13 N19 CC3 CC5 Proposal Area 31A Holbeck Urban Village T1 T2 T9 T10 and A4, Leeds Waterfront Strategy, Leeds City Centre Urban Design Strategy, Leeds Street Design Guide, Neighbourhoods for Living, Holbeck Urban Village Revised Planning Framework and, as well as guidance contained within PPS1, PPS4, PPS9, PPG13, PPG15, PPS23, PPG24, PPS25 and, having regard to all other material considerations, is considered acceptable.

1.0 APPRAISAL

- 1.1 At Plans Panel on 4 March 2010 Members resolved to defer and delegate final approval to officers subject to a further report to Panel setting out how cycling facilities could be improved, and consideration of the potential impact of increased footfall on the public realm within the Granary Wharf scheme.
- 1.2 Firstly, in relation to the public realm at Granary Wharf, survey data and modelling suggests that the number of passengers expected to pass to/from the new entrance will peak at an estimated 2500 passengers in the busiest peak hour of 8am-9am and of this only an estimated **750** would walk westwards through Granary Wharf. The Council's own pedestrian counts for Neville Street in 2009, carried on Victoria Bridge, showed that between 8am and 9am about 2500 people were passing along Neville Street along the existing 2.0m and 2.5m wide footways. Given the much wider space within the Granary Wharf development, and the fact that the quality of the surfacing and lighting within the Granary Wharf space is very high, it is not considered that there would be an unduly adverse impact on the use and upkeep of the public realm in Granary Wharf. It has always been envisaged that Granary Wharf would perform a vital role in connecting the City Centre to the Holbeck Urban Village and beyond (as stated in the Holbeck Urban Village Revised Planning Framework), and it is considered that its public realm is of a high quality robust nature, equal to this function. The applicant however is willing to review matters such as litter bins and litter collection, additional lighting, signage and CCTV arrangements in the vicinity of the new entrance. The applicants consider that these matters can be addressed directly with the owners of Granary Wharf and British Waterways as part of the land agreement required with these parties to deliver the entrance. The full details of these measures will be controlled by an appropriate planning condition.

1.3 Secondly, the applicant has offered some additional cycle storage provision for 20 cycles at the station southern access, within a nearby vacant arch, accessed from Dark Neville Street. Exact details would be controlled by planning condition. However the primary cycle storage facility will be a new 'CyclePoint', based on a concept from the Netherlands combining manned and cycle storage with retail, repair and hire facilities. This will be located adjacent to the main station entrance on New Station Street. CyclePoint will have facilities for 308 cycles. Work is due to commence in June 2010 and will be established in advance of delivery of the proposed southern access. Network Rail have stated that the CyclePoint will be in addition to the existing 60 cycle spaces provided at the station at platform one and the western entrance. In this context, it is considered that the cycle storage proposed for the southern access is acceptable.

2.0 PUBLIC/LOCAL RESPONSE:

2.1 Following their comments at 4 March Plans Panel, City Inn Hotels Limited, Granary Wharf have commented further by letter dated 19 March 2010:

- i. City Inn still have concerns regarding the management and maintenance of the Granary Wharf public realm. City Inn remain of the view that the application does not address the major impact that the flow of pedestrians generated by the southern access through Granary Wharf will have on the quality of the public realm, namely treatment of the immediate vicinity of the western landing point, the lighting arrangements in this area, proposals for enhancing surfacing through Granary Wharf, detailed measures such as signs barriers and litter bins, boundary treatment of the river edge, lack of offer of public art or planting. They therefore suggest conditions relating to public realm provision including signage and public art, litter collection, and boundary treatment.

As stated above it is not considered that the estimated number of pedestrians accessing the new station entrance through Granary Wharf would have an unduly adverse impact on the quality of the public realm. The applicant is willing to consider measures to enhance litter collection, litter bin provision, lighting, signage and CCTV arrangements to mitigate against any potential adverse impact, and these will be controlled by planning condition. It is not considered that additional public art or boundary treatments should be provided by the applicant as part of this proposal, as generally Officers are of the view that the quality and provision of public realm is already fit for purpose .

3.0 CONCLUSION

As resolved at Plans Panel 4 March 2010 and subject to the specified conditions as amended above, the proposal is recommended to Plans Panel for approval.

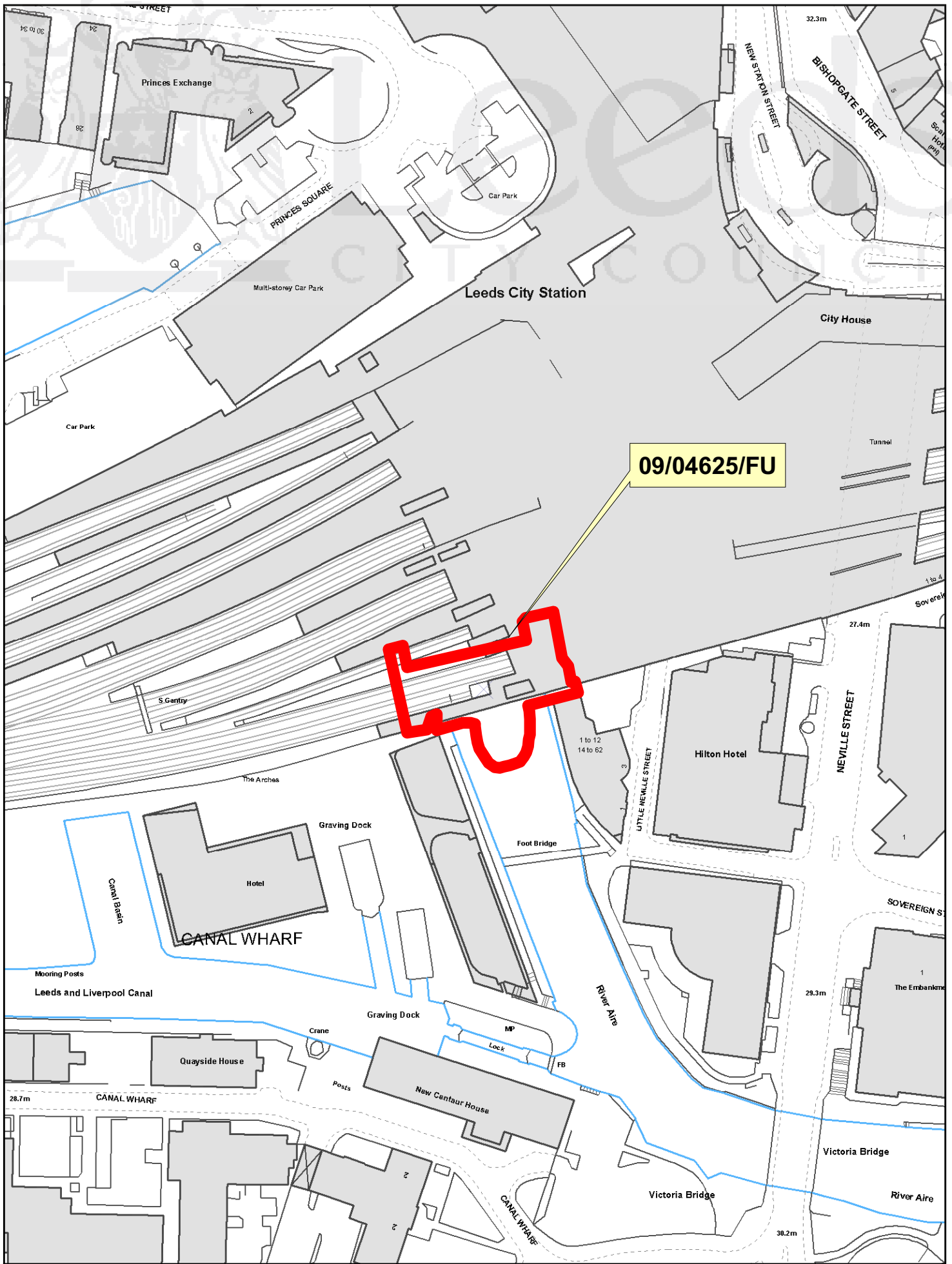
Background Papers:

Application file 09/04625/FU

Plans Panel (City Centre) 4 March 2010 report and minutes

Certificate of Ownership – Certificate B signed by applicant

Notice No. 1 served on British Waterways Board (27 October 2009), Isis Waterside Regeneration (27 October 2009), and Finsbury Estates (25 November 2009)



CITY CENTRE PANEL

Scale 1/1500

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Originator: Paul Kendall

Tel: 0113 2478196

Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 1st APRIL 2010

Subject: APPLICATION 09/05069/FU – TEMPORARY USE (5 YEARS) OF VACANT SITE FOR 5no. 5-A-SIDE FOOTBALL PITCHES AND 1no. 7-A-SIDE FOOTBALL PITCH WITH CAR PARKING AREA AND CHANGING FACILITIES.

APPLICANT

I.D.Planning

DATE VALID

2ND December 2009

TARGET DATE

27th January 2010

Electoral Wards Affected:

City and Hunslet

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

DEFER and DELEGATE approval to the Chief Planning officer subject to the conditions specified (and any others which he might consider appropriate)and the completion of a legal agreement within 3 months from the date of resolution unless otherwise agreed in writing by the Chief Planning Officer, to include the following obligations;

- Public transport contribution of £9,000 to be paid in 3 instalments at the end of each of the first 3 years.
- £600 monitoring fee for the public transport contribution.
- Travel Plan with monitoring fee of £2,500.

Conditions

1. 5 year period of permission
2. Reference to plans being approved
3. Full details of both hard and soft landscaping
4. Specification of landscape management plan
5. Area to be used by vehicles to be laid out prior to site use

6. Provision of cycle parking to be in accordance with the approved Travel Plan.
7. Restrictions on lighting fitment so as not to cause hazard
8. Works to be carried out in accordance with the flood risk assessment
9. Phase II contamination report is required
10. Unexpected contamination to be reported
11. Remediation to be carried out in accordance with remediation statement
12. Works for dealing with surface water to be submitted
13. No piped discharges until works in con 12 above have taken place
14. Flows to be at Greenfield' rates of run-off.
15. Separate system of drainage for foul and surface water
16. Means of foul water discharge to be agreed
17. Foul drainage works to be carried out prior to use
18. Method of closing the proposed access to be submitted
19. Motor cycle parking to be provided
20. Signage to indicate where the off-site parking is located.

Conditions 8, 12, 14, 18 and 20 are non-standard conditions, a further explanatory note regarding these conditions can be found in the Appendix A

Reasons for approval: The application is considered to comply with policies CC31 and GP5 of the UDP Review, as well as guidance contained within Public Transport Improvements and Developer Contributions 2008 and having regard to all other material considerations including those set out by The Health and Safety Executive (HSE), a statutory consultee in this application, who advise of the presence of a historic but never the less still existing Hazardous Substances Consent , on balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

1.0 INTRODUCTION:

This application is being brought before Members solely for the reason that the site falls partly within the HSE Consultation Distance which remains in place as part of the Hazardous Substances Consent which exists in connection with the former Yorkshire Chemical works. This was located on the adjoining site (which also crossed to the southern side of the River Aire) and has now been demolished with all storage of those chemicals which required the license now having ceased (evidence suggests that the most recent storage was 5 years ago). Under the terms of the process prescribed in Central Government legislation the HSE has advised that:

‘due to the presence of the Major Hazard site at Yorkshire Chemicals on Kirkstall Rd there are sufficient reasons, on safety grounds, for advising against the granting of planning permission in this case’

In line with the process, Officers then reconsulted the HSE advising them of the intent to approve the application. However, as the Hazardous Substances Consent remains in place the HSE are unable to amend their advice and responded to this reconsultation by stating that if Local Planning Authority is minded to approve the application then:

“..... we consider our statutory role to be discharged when we are satisfied that the LPA is acting in full understanding of the advice received and the consequences that could follow. The offered opportunity to have the application called in, has been considered by the HSE. HSE would not wish to pursue the matter further. *(That is to say, they would not advise the Secretary of State to call in the application).*

In this case where it is clear that the hazard has been removed for some considerable period of time and that this would blight, what would otherwise be, a perfectly acceptable temporary

use of the site, officers consider that an approval of this application against the advice which the HSE has been required to make, because of the system in place, is an entirely reasonable course of action.

The delegation agreement sets out that applications may not be delegated to the Chief Planning Officer where the recommendation 'conflicts with an objection raised by a statutory consultee'. In this case it is considered that, to remove all possible challenge to the decision or the possibility that the Local Planning Authority has acted in a manner which is not in strict accordance with the terms of the delegation agreement or any other legislation, it is considered appropriate that this matter be brought before Members for determination.

2.0 PROPOSAL:

This is to lay the site out with 5no. 5-a-side pitches and 1no. 7-a-side pitch, freestanding changing room and site office and 2 disabled parking spaces accessed via a new road to be taken from the existing roundabout on the public highway at the Wellington Bridge St roundabout. There would also be landscaping to the perimeter of the site and a series of 5m high flood lighting poles throughout the site and surrounding 3m high catch netting. Parking would be on the adjacent retail unit site which is in the same ownership as the application site and will be signed accordingly for users of the proposed pitches. In addition there is public car parking available at West St. The applicant proposes a 5 year temporary period of permission.

3.0 SITE AND SURROUNDINGS:

This is currently a vacant and cleared site with an earth bund along the northern edge. To the north is the access road and the car parks for the Gala casino and the Travel Inn hotel. To the east is the hotel overspill car park, to the south is the riverside walkway (dead end) and the River Aire itself and to the west is the site's matured landscaping scheme and the retail units car park. To the west of this is the former Yorkshire Chemicals site to which the Hazardous Substances Consent is attached.

4.0 RELEVANT PLANNING HISTORY:

1. This site has no relevant planning history but is within the Consultation Distance set by the HSE from the former Yorkshire Chemicals site to the west. This plant has now been removed, however, the hazardous substances license remains in place and this is still taken into account by the HSE who have provided the response set out below.
2. Recent approval for the erection of 2no. 5 a side pitches at the Wellington Place site as part of the overall package of environmental improvements to this large city centre site during the period when development activity has declined (App. Ref. 09/00102/FU)
3. Current outline application for the redevelopment of the Yorkshire Chemicals site 06/04610/OT which is for a mixed use development including residential and offices. The applicant has already agreed that as part of any eventual permission they would be prepared to enter into a S 106 agreement to terminate the Hazardous Substances License if by that time it has not already been revoked by the Local Planning Authority.

5.0 HISTORY OF NEGOTIATIONS:

The applicant entered into pre-application negotiations with officers to establish the range of supporting documentation which would be required.

6.0 PUBLIC LOCAL RESPONSE:

None received

7.0 CONSULTATION RESPONSE:

Statutory:

HSE: Originally stated that: 'due to the presence of the Major Hazard site at Yorkshire Chemicals on Kirkstall Rd there are sufficient reasons, on safety grounds, for advising against the granting of planning permission in this case'.

In line with the standard procedure the LPA contacted the HSE to advise them that they were likely to recommend this application for approval. The HSE responded by stating: "..... we consider our statutory role to be discharged when we are satisfied that the LPA is acting in full understanding of the advice received and the consequences that could follow. The offered opportunity to have the application called in, has been considered by the HSE. HSE would not wish to pursue the matter further. (That is to say that they would not call in the application if the LPA were minded to grant Planning Permission).

Environment Agency: No objection as long as the recommendations of the Flood Risk Assessment proposals are carried out and that preventative measures with respect to ground contamination are undertaken.

British Waterways: No comment

Yorkshire Water: No objections subject to conditions (the spur of the existing drain within the site is redundant)

Non Statutory:

Main Drainage: No objections subject to conditions

Environmental Protection: No objection subject to conditions

Highways: Use of the adjacent retail parking area which is in the same ownership as the application site is acceptable given the parking survey indicated more than adequate space exists at all times in this area.

Public transport: Accept the phased payment of £9,000

Travelwise: The Travel Plan is acceptable and the applicant has agreed to provide the monitoring fee of £2,500.

Street Cleansing: No objection, very little waste will be produced

Access Officer: No objection

Minerals Contaminated Land: No objection subject to conditions

Police Architectural Liaison Officer: Recommends securing the cabin.

8.0 PLANNING POLICIES:

Development Plan:

Regional Spatial Strategy: The RSS for Yorkshire and Humber was adopted in May 2008. The vision of the RSS is to create a world-class region, where the economic, environmental and social well-being of all people is advancing more rapidly and more sustainably than its competitors. Particular emphasis is placed on the Leeds City Region.

UDP Review

The site lies within the 'City Gate' Prestige Development Area within the City Centre as defined by UDPR Policy CC31. Leisure uses are supported in Prestige Development Areas and within the city centre and therefore the use is acceptable in principle according to the UDPR. General Policy GP5 also requires that potential danger to health or life be taken in to account when resolving the details of planning applications.

Relevant Supplementary Planning Guidance:

Public Transport Improvements and Developer Contributions 2008: Developments that have a significant local travel impact will be subject to a requirement for paying a contribution towards public transport improvements.

The site is located within the Kirkstall Road Renaissance Area Planning Framework (KRRAPF). This document concerns the general improvements which the City Council is looking for in the area which stretches to the north and west of the site.

National Planning Guidance

PPS1 General Policies and Principles

PPG13 Transport

9.0 MAIN ISSUES

1. The acceptability of the use
2. Addressing the HSE's comments
3. The acceptability of the physical appearance.
4. Vehicle and transport related issues and Section 106 requirements.

10.0 APPRAISAL

1. This proposal is for a leisure use which is it appropriate to locate in the city centre. The site is unattractive in appearance having been disused for many years and is therefore contrary to the objective of producing a progressive city. The proposal would provide a community facility and enliven a vacant and prominent site which is in line with central and local government advice. The applicant is proposing a temporary use which means that it will not provide a long term obstacle to permanent development, however, there are currently no pre-application proposals under consideration by officers. The use for a 5 year period for the leisure related use proposed is therefore considered to be acceptable.
2. The hazardous substances license remains in place on the former Yorkshire Chemicals site and this has prompted the response of the HSE set out above. However, it is clear that there is no chemical storage currently taking place and it is almost 5 years since the last recorded storage event. Therefore, in this case, where the buildings have been removed and arguably the use of the site as a chemical works has lapsed, the threat would appear to have been totally removed, especially as the current site owner has already stated that they would be prepared to terminate the current license upon the grant of outline permission for the chemical works site. Officers therefore consider that it is entirely reasonable to allow this temporary external leisure use to take place despite the HSE advice.
3. The site is currently vacant and has been overgrown for much of it's recent history although clearance has been undertaken in the past few months in preparation for the use now proposed. The proposal would see the site made much more physically attractive through the laying of artificial grass and also receive a peripheral planting scheme using the earth bund along the road frontage, which was constructed when the site road was laid out. The whole area will be tidied up and generally become better managed. The flood-lights and catch-netting are of only modest height and the light sources highly directional and therefore the overall appearance of the site would be a well maintained vibrant use rather than a disused vacant one. This aspect of the proposal is therefore considered to be acceptable.
4. The site is to provide 2 disabled spaces and cycle/motorcycle spaces and this is acceptable.

The more efficient use of the neighbouring existing car park is welcomed. The fact that it is in the same ownership allows control of the provision of appropriate signage by planning condition. It is considered that these arrangements along with the fact that there are stringent on street parking restrictions will ensure that the proposals do not have an adverse impact on highways safety and use. In addition, the West Street public car park exists if there are any unexpected problems in accessing these facilities.

The scheme involves a new connection to the public highway and this must be constructed with the correct consents in place from the Highways Authority. The applicant will be advised of this by informatives attached to the decision.

It is expected that the proximity of the city centre and public transport routes will help to mitigate against excessive car usage. To support this the use of the Travel Plan and the provision of funding through the S106 will all help to reduce reliance on the private motor car in line with adopted policy.

A Section 106 agreement was close to being signed at the time of writing this report for the Travel Plan monitoring fee of £2,500 and the Public Transport contribution of 3 phased payments of £3,000 and therefore the applicant has shown their willingness to make the required contributions in line with policy. Appendix B explains how the requirement for the above obligation meets the new legal tests imposed by the Community Infrastructure Levy Regulations 2010

11.0 CONCLUSION

This application will clearly assist in bringing a welcomed leisure use to this city centre location and help to maintain and enhance what is presently an uninspiring area of vacant land when a time scale for it's future redevelopment is far from certain. Given what has been set out above officers consider that this use of the site does not compromise the safety of the public and the HSE statement that they would not wish to pursue the matter further through the call in process underlines this fact. The applicant is to provide the necessary contributions to public transport infrastructure and travel plan monitoring and in all other respects this application is considered to be acceptable.

Background Papers:

Current application 09/05069/FU

Yorks Chems Outline Planning app ref. no. 06/04610/OT

Wellington Place 5 a side pitches app. ref. no. 09/00102/FU

Certificate of Ownership: The site is owned by Evans Property Group and notice was served on them dated 20th November 2009

Appendix A – Special Conditions , City Gate Football Pitches – 09/05069/FU

8. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated October 2009 and the following mitigation measures detailed within the FRA:

1. Flood-proofing measures detailed within the FRA are included in the proposed development.
2. Finished floor levels of the changing rooms are set no lower than 30.8m above Ordnance Datum (AOD).
3. Occupants must sign up to the Flood Warning System and prepare an evacuation plan
4. There shall be no raising of ground levels on site.

Reason: In order to prevent flooding by ensuring that there is satisfactory storage/disposal of surface water from the site, to reduce the impact of flooding and to reduce the risk of flooding to the proposed development and future occupants, to ensure safe access and egress from and to the site and to prevent flood water being displaced elsewhere.

12. Before development commences details of works for dealing with surface water discharges from the proposed development, to include plans and summary of calculations, shall be submitted to and approved by the Council - this shall be in accordance with the FRA Ref DH/LW/LDS481/FRA, dated October 2009.

Reason: In compliance with PPS 25 and to ensure that the site can be properly drained without flooding.

14. Surface water from the site will be subject to balancing of flows to 'Greenfield' rates of run off (i.e. 5 l/s/ha) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure compliance with the council's sustainable development design guide

18. Details of the proposed methods of closing off and making good the access following expiry of this planning permission shall be submitted to and approved in writing by the Local Planning Authority prior to the expiry of the permission. The works of closure to the access so approved shall be carried out on expiry of the permission unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the free and safe use of the public highway.

20. Prior to the first use of the site a package of signage, to include locations, elevations and wording to be used to direct customers of the use hereby approved, to the car park which will be available on the adjoining site, shall be submitted to and approved in writing by the Local planning Authority. The signs shall then be erected in accordance with the approved details prior to the first use of the site and thereafter retained on site.

In the interests of free and safe use of the highway and to ensure that customers are directed appropriately.

Appendix B – Community Infrastructure Levy Regulations 2010 Statutory Tests

As part of Central Government's move to streamlining the planning obligation process it is to introduce the Community Infrastructure Levy Regulations 2010. This comes in to force on April 6th and will require that all matters to be resolved by a Section 106 planning obligation will have to pass 3 statutory tests. The relevant tests are set out in regulation 122 of the Regulations and are as follows:

'122(2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is-

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development

There are 2 matters to be considered in this way as part of this application, Public Transport Improvements and Travel Plan Monitoring.

Public Transport Improvements:

This matter is considered in the Supplementary Planning Document 'Public Transport Improvements and Developer Contributions' (adopted Aug 08)

Test (a) Need

The provision of a financial contribution towards Public Transport Infrastructure is considered to fulfil the following needs:

- Ensures compliance with the objectives of PPG 13 to promote more sustainable travel choices, to promote accessibility by public transport and to reduce the need to travel, especially by car.
- Reflects the fact that the provision of public transport, from which the developer will gain a service, is outside the scope and control of the individual developer.
- Assists the Authority to finance and provide for the cumulative impact of individual new developments and therefore the contribution assists in addressing the individual travel impact of the development.

This is in compliance with UDPR Policies T2(ii), T2D

Test (b) Directly Related

The contributions will be spent on the provision of a public transport service from which the development will benefit directly. The site is within the city centre and lies close to a considerable number of bus services at Kirkstall Rd, Wellington St and the Inner Ring Rd. This makes the site more accessible to its users and therefore funding the improvement to the public transport system will make the site more attractive and therefore more likely to be successful.

Test (c) Fairly related in scale and kind.

In terms of scale, Leeds City Council has an adopted mechanism for calculating such contributions which is derived from that set out in the Practice Guidance on

Planning Obligations (DCLG 2006). This accounts for the size, scale and impact of the development and allows the amount of contribution to be varied to be proportionate to this. With respect to kind, the simplest and easiest method of contributing to public transport infrastructure is by making a financial payment to the appropriate authority and the adopted mechanism outlined above produces a financial figure which is then used as the basis for the eventual contribution.

Travel Plan Monitoring:

This matter is directly considered in the Draft Supplementary Planning Document 'Travel Plans' (May 07)

Test (a) Need

The provision of a Travel Plan monitoring fee is considered to fulfil the following needs:

- Ensures compliance with the objectives of PPG 13 to promote more sustainable travel choices, to promote accessibility by public transport and to reduce the need to travel, especially by car.
- Assists in ensuring that the objectives of the travel plan are adhered to by the developer

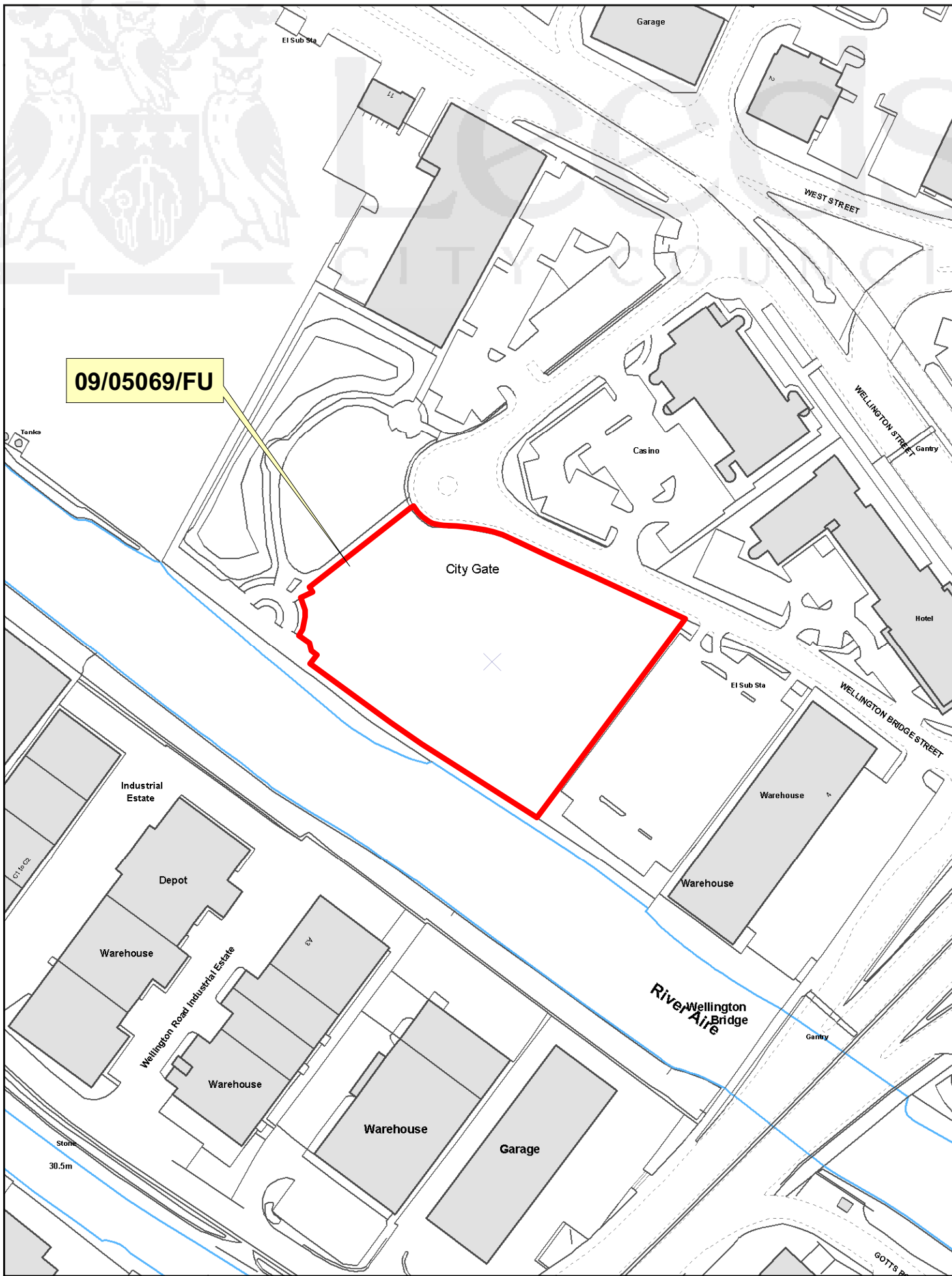
This is in compliance with UDPR Policies T1(i), T2C

Test (b) Directly Related

The contribution will be used to ensure that the objectives of the Travel Plan which has been formulated for this specific site use and the method by which the plan seeks to ensure it's objectives in respect of the likely travel modes of its customers, are actually achieved.

Test (c) Fairly related in scale and kind

In terms of scale, the level of contribution has been determined on the basis of the costs of administering this process against the number of employees/customers and scale of the use proposed. With respect to kind, due to the requirement to fund staff to monitor this process the contribution can only realistically be a financial one and therefore an agreed sum is considered to be the most appropriate method.



CITY CENTRE PANEL

Scale 1/1500



Originator: Paul Kendall

Tel: 2478196

Report of the Chief Planning Officer

PLANS PANEL CITY CENTRE

Date: 1st April 2010

Subject: APPLICATIONS 10/00339/LI AND 10/00756/ADV – Erection of banner signs and other signage to front and side elevations of Leeds City Museum.

APPLICANT

Leeds City Council Museums and Galleries

DATE VALID

16th February 2010

TARGET DATE

13th April 2010

Electoral Wards Affected:

City and Hunslet

Ward Members consulted

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

10/00339/LI

APPROVE the application in principle and **REFER** the application to the Secretary of State as it is a listed building application by the City Council for a Grade II* listed building which is in its ownership. In the event of the Secretary of State not wishing to intervene, Members are further recommended to **DELEGATE** final approval to the Chief Planning Officer subject to the conditions specified (and any others which he might consider appropriate)

10/00756/ADV

Approve advertisement consent subject to the conditions outlined below (and such other conditions as the Chief Planning Officer may consider appropriate)

Conditions

10/00339/LI

1. Time period of consent
2. Prior to the commencement of the erection of the signage hereby approved details, to include the submission of materials in the construction of the signs and the supporting fixtures and fittings of:

- the vertical banners to either side of the main entrance
- the stove enameled bronze signage
- the framing of the 2 no. removable signage frames

shall be submitted to and approved in writing by the Local Planning Authority. These items shall all be constructed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity as these signs are attached to or in the setting of a Grade II* listed building.

Reasons for approval: The application is considered to comply with policies N15, N17, BD8, CC5 of the UDP Review, as well as guidance contained within PPG15 (Planning and the Historic Environment) and PPG19 (Outdoor Advertisement Control) and, having regard to all other material considerations is considered to be acceptable.

10/00756/ADV

1. Prior to the commencement of the erection of the signage hereby approved details, to include the submission of materials in the construction of the signs and the supporting fixtures and fittings of:

- the vertical banners to either side of the main entrance
- the stove enamelled bronze signage
- the framing of the 2 no. removable signage frames

shall be submitted to and approved in writing by the Local Planning Authority. These items shall all be constructed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity as these signs are attached to or in the setting of a Grade II* listed building.

Also subject to the standard advertising conditions:

- Maintenance of the advertisement site in a clean and tidy condition
- Any structures maintained as safe
- Removal of advertisements to be carried out to the reasonable satisfaction of the Local Planning Authority
- Advertisements to be displayed with the site owners consent.

Reasons for approval: The application is considered to comply with policies N15, N17, BD8, CC5 of the UDP Review, as well as guidance contained within PPG15 (Planning and the Historic Environment) and PPG19 (Outdoor Advertisement Control) and, having regard to all other material considerations is considered to be acceptable.

1.0 INTRODUCTION:

The extensive renovation and alteration works to convert the Leeds Institute building into use as the City Museum have been completed and the museum has been open for nearly 2 years. L.C.C. Museums and Galleries wish to erect external signs to achieve 2 functions:

- (a) The permanent signing of the building itself and it's entrances and
- (b) To advertise various events and exhibitions which are to take place at the museum (these signs need to be of an easily replaceable design since they will be changed every time the exhibition changes).

Given the previous history of attempting to locate banners on this building, which are referred to in the relevant section below, a national signage company have been employed

to provide a comprehensive signage strategy in order to achieve the above objectives and this has resulted in the package which is described in detail below.

2.0 PROPOSAL:

The proposal is to erect a number of signs on the building and the immediately surrounding railings and stone walls and these are set out below:

1. 2 no. banner signs, one to be located on each of the pilasters to either side of the main entrance facing Millennium Square. Each sign would comprise a matt PVC material and be attached to a simple horizontal fixing rail to top and bottom (stove enameled bronze colour) and be an equal distance in from the side edges of the pilasters. The brackets are of a simple design which would align with the horizontal stone coursing and allow the banners to be slid in to place which is not possible once a curve is introduced. An adjustable tensioning screw would be discreetly located at the top of each banner and fixed to the wall using brackets which would be obscured from view by the banner itself. These would enable the banner to be tightened flat approximately 40mm from the wall and prevent them from being disturbed by the wind. The banner material would be matt finished PVC rather than the less attractive gloss finish. The applicant has provided a series of precedent images of schemes carried out by the project designers including The National Gallery, The Natural History Museum and the Victoria and Albert Museum. These images will be shown as part of the panel presentation.

The other signs proposed on the building are detailed below. None of these are to be illuminated and are to be constructed of metal with a stove enameled bronze finish and white writing:

2. Cookridge St (front elevation)

- An opening times sign (0.3m x 0.2m) to be located on the stone pillar between the 2 main entrance doors to the Millennium Sq entrance
- A menu board (0.3m x 0.5m) adjacent the café entrance.
- A combined opening times and poster panel (1.1m x 1.6m) situated on the retaining wall in front of the café terrace at back edge of foot path.

3. Vernon St (north side elevation)

- A sign to read Leeds City Museum (2m x 3.7m) located in a blank brick panel towards the Cookridge St end of the building - required as there is no indication of the importance or use of the building when approaching from the north.
- A disabled and groups entrance sign (0.5m x 0.4m) on a stone pedestal adjacent this entrance.
- A combined opening times and poster panel (1.1m x 1.6m) situated on the railings near the front corner of the building.

The signage company considered further sites and locations in addition to the above following the concerns raised by Panel on the previous application. The alternatives considered included those set out below but were rejected for the following reasons:

- Large advertisements on the footway in front of the building/Millennium Square: rejected due to the performance and event use requirements for Millennium Square, the safeguarding of Cookridge Street for emergency access and would intrude upon views of the front of the building.
- Signs suspended above the doorway: rejected as this would obscure the decorative relief work above the entrance, costs of making bespoke signs to fit the fanlight and would be of an inadequate size on its own to adequately promote the museum

information.

- Free standing moveable signage near the café terrace: rejected as visibility from all parts of the square is restricted, adds to street clutter, and this type of signage is open to vandalism.
- On the stone pedestal at the lower end of the access ramp: Adds to street clutter, conflicts with the architectural symmetry of the building. Could be subject to high cross winds.

3.0 SITE AND SURROUNDINGS:

The Leeds Institute building is an imposing 3-storey Victorian Building constructed of local grit stone in a classical proportions and style and was designed by Cuthbert Brodrick as the Institute of Science and Art. In 1949 it was converted to use as a theatre and has now been converted to the Leeds city Museum.

The building is bounded to the east by the Leeds College of Art, to the north by Vernon Street and the Leeds College of Technology beyond, to the south by Rossington Street and faces Millennium Square to the west.

Millennium square is a public space bounded by a mixture of cultural, office and leisure uses with some small scale residential use. It is a focus for cultural and entertainment events in the city.

The Leeds Institute building is Grade II * Listed and is located within the boundaries of the City Centre Conservation Area. There are a number of other listed buildings within the vicinity of the site – The College of Art, Thoresby House, Electric Press, Brodrick's Building and the Civic Hall.

4.0 RELEVANT PLANNING HISTORY:

1. Listed building consent and planning permission granted for alteration works to convert the building to a museum in 2005 (ref 20/161/05/LI & 20/163/05/FU)

2. Applications for Listed Building and Advertisement consent were withdrawn after having been previously presented to City Centre Plans Panel in March 2008. (07/06383/LI & 07/06382/ADV). Minutes of this Panel are attached to the end of this report for reference. These were for 2 no. banners only to be erected to the pilasters to either side of the main entrance measuring 6m x 1.2m and held on to the building by visible metal supports and fixing plates and brackets.

5.0 HISTORY OF NEGOTIATIONS

These applications were the subject of a considerable amount of negotiation subsequent to the original March 2008 consideration at Panel. Officers have discussed this proposal with English heritage and the former LCC Libraries, Arts and Heritage.

6.0 PUBLIC/LOCAL RESPONSE:

None received.

7.0 CONSULTATION RESPONSE:

Statutory:

Listed Building application – 10/00339/LI

English Heritage: No objections – (EH were involved in further negotiations prior to these applications being submitted). State that whilst they previously had concerns about the introduction of the banner signage on the main elevation they are now satisfied that a case has been made and that the revised scheme is a well considered and justified proposal that

will provide signage of an appropriately high standard that respects the architectural quality of this important listed building.

Advertisement Application – 10/00756/ADV - None received

Non-Statutory:

Listed Building application – 10/00339/LI - None received

Advertisement application - 10/00756/ADV

Highway Development Services: No objections

8.0 PLANNING POLICIES:

Development Plan:

UDP Review

The most relevant policies in the Council's Unitary Development Plan (Reviewed July 2006) are: N15 and N17 (Listed building character), BD8 (signage impact), CC5 (City centre conservation area character).

Supplementary Planning Document:

Advertising Design Guide (adopted November 2006).

National Planning Guidance:

PPG15 (Planning and the Historic Environment).

PPG19 (Outdoor Advertisement Control).

9.0 MAIN ISSUES

1. Impact on the character and appearance of the listed building and conservation area.

10.0 APPRAISAL

Main entrance banners

There is undoubtedly a need for the museum to announce its presence and mark changing exhibitions with large scale signage visible from Millennium Square. Members have considered the banners previously and expressed concerns over aspects of that proposal, however, since that time further negotiations and consideration of the alternatives have been discussed with English heritage having been involved in this process. Further locations for signage have been considered, however, these have all proved to be deficient for one reason or another.

What is clear is that the pilasters remain the only area on the museum frontage which are considered suitable for the scale of signage and visibility desired by the operator whilst preserving its character and appearance. They provide the only large expanse of plain surface in contrast to the elaborate stonework dominating the rest of the façade. Therefore the signs would not obscure any significant detailing. The pilasters perform the important function of marking the main entrance and the banners will serve to reinforce this function.

The proposed signs would be inset sufficiently from the edges of the pilasters to be a subservient feature and retain sufficient views of the pilasters to preserve their architectural function. The fixings have been redesigned and are now of minimal visual impact with the discreet brackets being of a quality material, finish and a sympathetic colour. In addition the works are reversible with only repairs required to the bracket fixing points. The method of fixing will also create a clear edge and shadow gap to the pilasters behind, providing a neat, crisp edge in line with the clean edges of the pilasters. The intention is to use a matt, almost fabric like, pvc material and not a gloss finish which is considered unsympathetic to the high quality of the building.

This part of the conservation area is characterised by entertainment, institutional and office uses resulting in a vibrant street scene and a variety of signs advertising the uses around Millennium Square. It is considered that the proposed signage would be compatible with this vibrant character.

Ultimately, given these constraints, the quality of the design of the proposed banners and the precedents which exist on high profile internationally renowned cultural and arts establishments it has been considered that on balance the proposed design and location is not only the best achievable but will actually enhance the appearance of the building and it's functionality.

Cookridge St and Vernon St signage

In respect of the other signs these are all considered to be well designed , of high quality materials, in appropriate positions on the building and the surrounding infrastructure and correctly sized for each of these locations and the functions which they are expected to perform.

11.0 CONCLUSION:

In conclusion, therefore, it is considered that the proposed signs would preserve the character of the listed building and conservation area whilst allowing the promotion of museum events and the necessary information required to allow the Museum to make the public aware of important directional and functional information.

Background papers:

Application file papers ref 07/06383/LI & 07/06382/ADV.

136. Applications 07/06383/LI and 07/06382/ADV - Erection of banner signs to front of museum, Leeds City Museum, Leeds Institute Building Cookridge Street LS2

- [View the declarations of interest for item 136.](#)

Minutes:

Plans, photographs, graphics and a sample of the proposed banner material were displayed at the meeting

The Central Area Planning Manager presented the application which sought permission for two banner signs to be positioned one on each pilaster on either side of the main museum entrance, facing Millennium Square. The signs would be used to advertise exhibitions and events at the museum. Details of the proposed fittings were provided and Members were informed that the banners would be tensioned to prevent them flapping in adverse weather conditions

As the building was Grade II* Listed, any resolution to approve would require referral to the Secretary of State for Communities and Local Government for determination

Members were informed of the objections raised to the proposals by English Heritage

The Panel commented on the following matters:

- that any advertising should be solely for the museum to advertise exhibitions and not for any commercial advertising
- that a condition should be included to limit display of the banners to advertising new exhibitions and events only
- the need to use rust resistant bolts to secure the fittings and that care must be taken not to damage the stone blocks
- that detailed images of the fittings without the banners should be provided

- that the museum was a prestigious listed building which had been restored and developed at great expense and that the proposed plastic banners were neither suitable nor in keeping with a building of such high quality
- that some regard to the rounded fenestration should be given to any advertising on the main entrance
- the acceptance of the need for the museum to advertise events and the possibility of incorporating some free-standing advertising around the shop and café area
- concerns at the advertising around the Town Hall and the need for a debate to be opened up on this matter
- the possibility of utilising the stone pedestals and concerns that the new stonework had a concrete-like appearance compared to the weathered mill stone of the original building

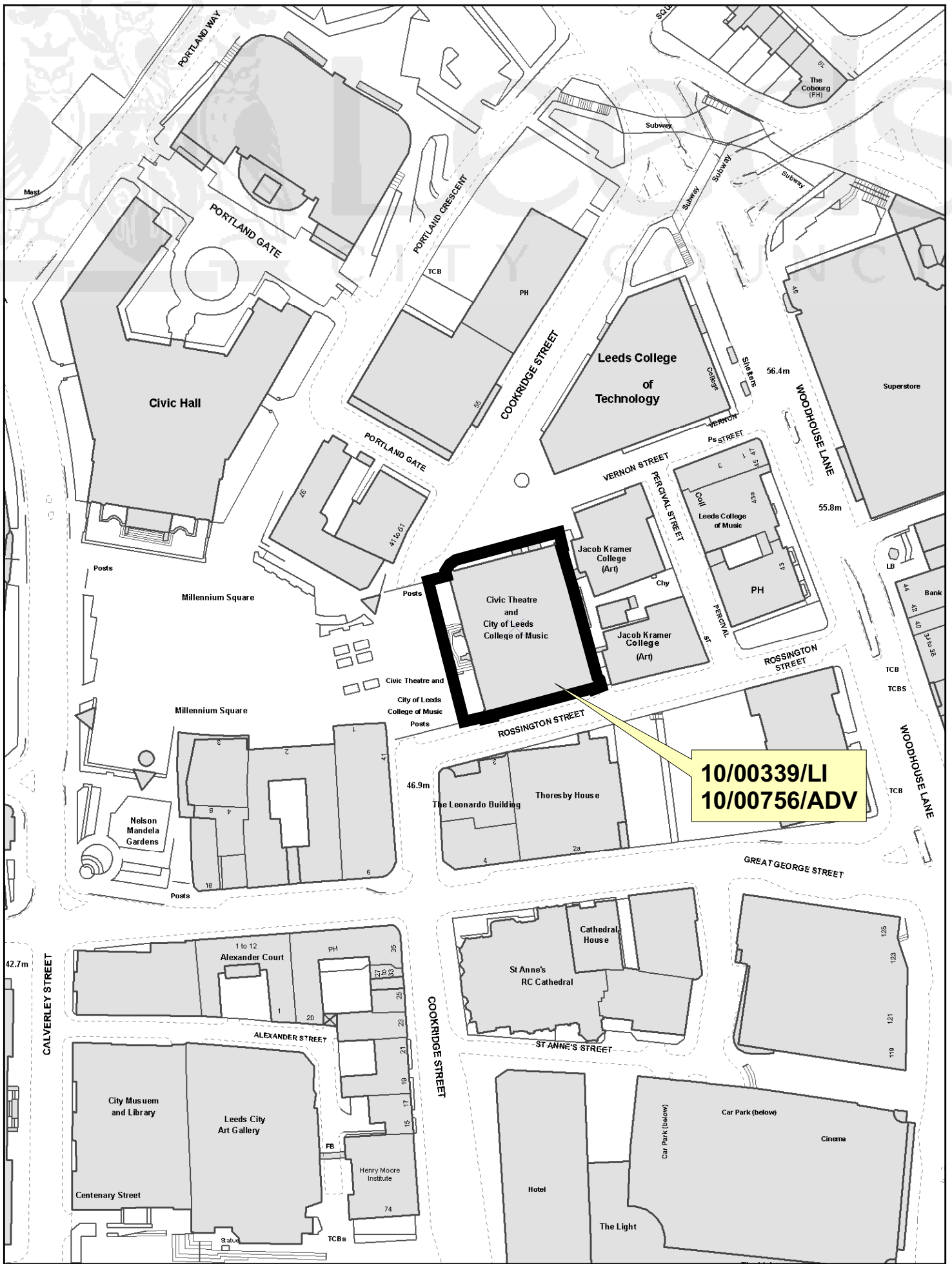
The Central Area Planning Manager informed Members that siting on the pedestals had been considered but had been rejected in favour of the proposed banner signs

Members were also reassured that the stonework pedestals supporting the lights at either side of the entrance were stone, but that a decision had been taken not to artificially weather this, but allow natural weathering to occur

As Members were unhappy with the proposals, the Central Area Planning Manager suggested further negotiations were held with the applicant

RESOLVED -

- (i) That determination of the applications be deferred to enable Officers to negotiate further regarding the type, design and siting of advertising for exhibitions to be held at the museum
- (ii) That the Chief Planning Officer be asked to raise the issue of the advertising banners outside the Town Hall with the Chief Libraries, Arts and Heritage Officer



CITY CENTRE PANEL

Scale 1/1500